RAILROAD

AUGUST, 1967 MAGAZINE 50¢

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by Bert Pennypacker

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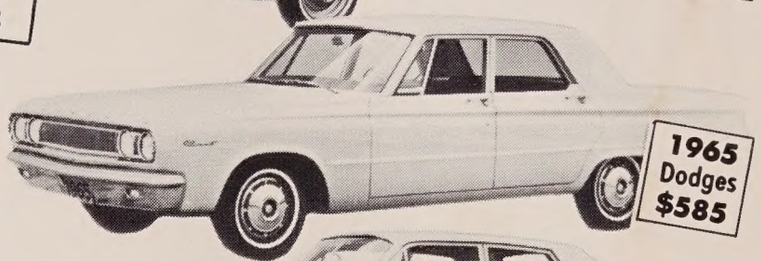

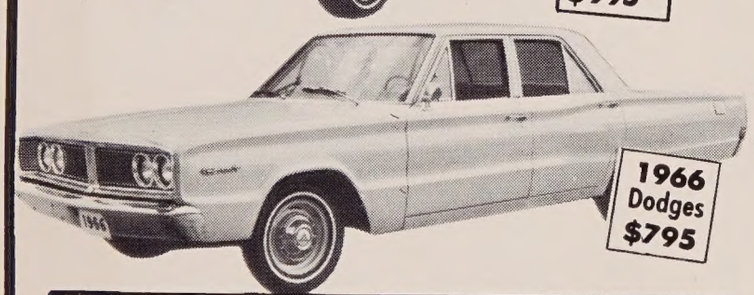

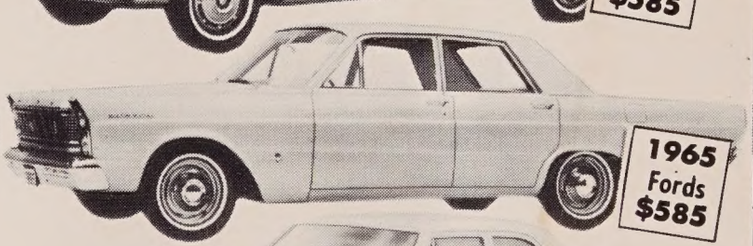

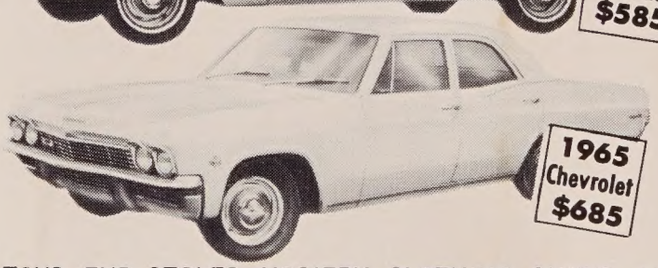

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Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 81, NO. 4 AUGUST, 1967 50 CENTS

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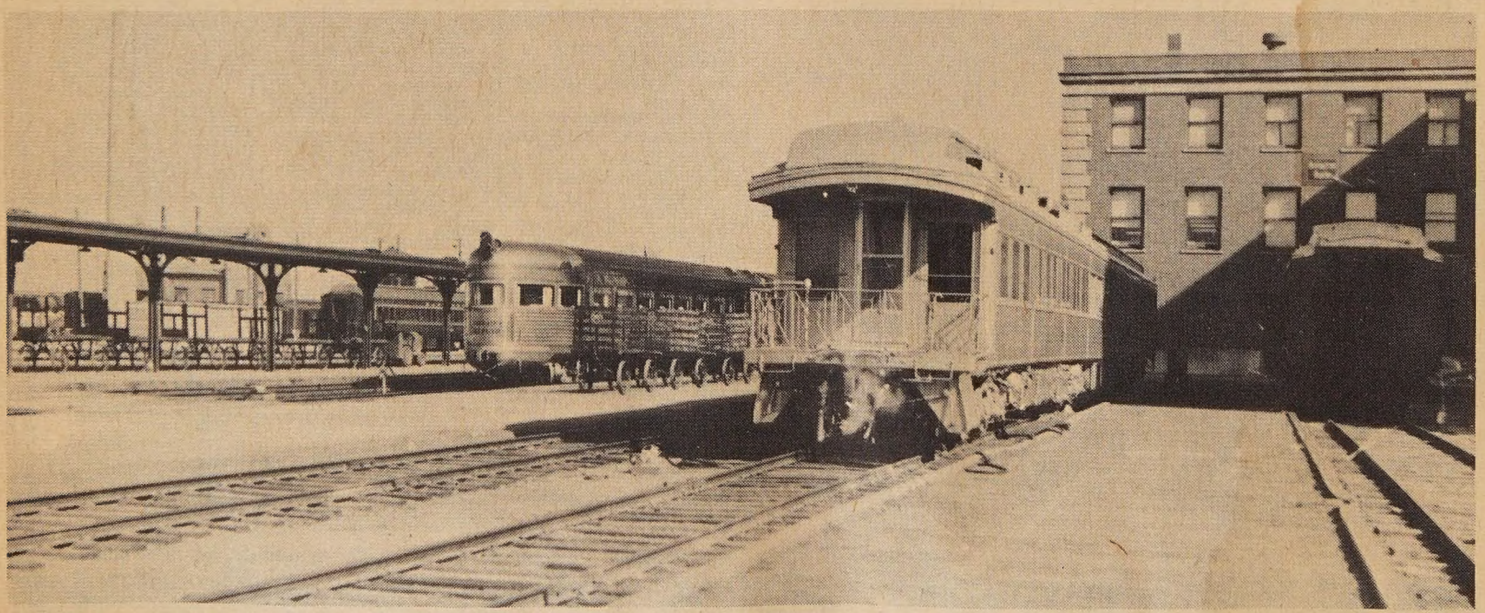

The old and the new meet in Lincoln, Neb., at the CB&Q depot: streamlined observation car, on rear of the *Nebraska Zephyr*, and ex-Burlington business car No. 68, which is now privately owned.

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RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices. Magazine is copyright © 1967, by Popular Publications, Inc. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Single copy 50c. Subscription for U.S.A. and its possessions, $5.00 for one year; $6.00 per year in Canada and all other countries. Title registered in the U.S. Patent Office. Address all correspondence to Railroad Magazine, 205 East 42nd Street, New York, N.Y. 10017. When submitting manuscripts, enclose stamped, self-addressed envelope for their return, if found unacceptable. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return. Printed in U.S.A.

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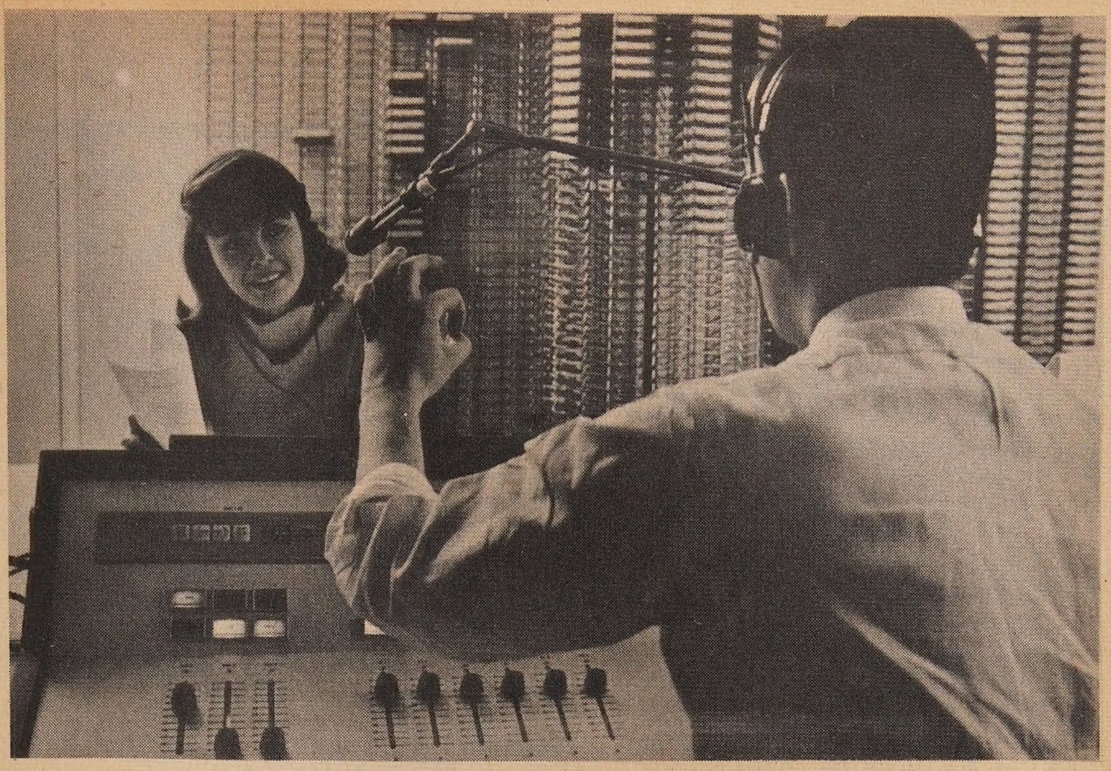

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THE MAIL CAR

Where editors and readers meet

FRONT cover shot of the Roaring Camp & Big Trees Narrow-Gauge Railroad was made by Edward J. Wojtas, editor of *The Rock Island Rocket*, LaSalle Street Station, Chicago, Ill. 60605, on the same vacation trip on which he snapped the color-photo used on our May '67 issue.

F. Norman Clark, president of the RC&BT, recently put into effect a plan whereby members of families, age 5 through 18, can ride the steam line for half fare. Round-trip (5 mile) full fare costs $2.50, with lower rates for group excursions upon advance reservations. RC&BT is America's last 3-footer with regular passenger service. It is located in the redwood forest at Felton, Calif., 70 miles south of San Francisco and 7 miles north of Santa Cruz. ●

Photo by Jerome Frank

Miss Constance J. Card, 21, our new assistant editor, from a Pennsylvania Railroad family, is, of course, a railfan.

OUR *Interesting Railfans* articles have evoked this comment from John D. Denney, Jr., 227 Cherry St., Columbia, Pa.: "What is the intent of your series? It seems to me that the feature should be limited to a subject's achievements in hobbies and business, unless he or she is a photographer, in which case you could add a few picture-taking tips. Instead, you also mention personal habits like diet, cigarette smoking, etc. Isn't it rather bad taste to use railfans to beat the drums for such things?"

(*Editor's note:* Each article aims to portray and interpret an entire personality, not merely one or two phases of it.) ●

NEWSWORTHY. A Federal bank shipment of more than $75,000 in freshly minted quarters was routed over the Burlington the other day; but 11 bags of the shiny coins, each containing $1,000, dribbled from the train along the 85-mile route from Galesburg to Mendota, Illinois. Trackmen found one bag intact. They are still looking for the rest.

Thomas M. Goodfellow, the Long Island's president and general manager, was elected president of the Association of American Railroads, effective June first.

Merger of the Seaboard Air Line and Atlantic Coast Line, effective July 1, created the Seaboard Coast Line Railroad, with 9,624 route-miles in six states, ranking 8th in mileage and 9th in assets among the nation's railroads. No employe lost a job through the merger. . . The Soo Line has asked ICC for permission to merge with the C&NW and Chicago Great Western.

The "candy train" is no more. SP brass collars have ordered the crew of a daily freight run to and from Kerrville, Texas, to stop throwing out sweets to children waiting besides the tracks in San Antonio. Months ago, the crew started tossing out candy, 7 or 8 bags a day. As the word spread, hundreds of boys and girls lined the tracks. Finally, the fathers of two kids who got shoved down in the mad scramble brought about a decision to end the practice.

New York Central's abandoned depot at Lockport, N.Y., is being converted to a luxury restaurant.

Percy N. Morris, a retired Canadian Pacific freight conductor of Lethbridge, Alta., Canada, makes a hobby of carving desk-size totem poles.

A ponderable thought for the month: *Never take no for an answer.*

Herbert W. Wheeler, who died recently, had 67 years of service as a telegraph operator and worked in the Boston & Maine's pay-car, reports Harold Judkins, Box 381, Rutland, Mass., adding, "He was my wife's uncle and started here at Rutland." We want news of other railroaders who used to work on pay-cars. One is Omer S. A. Lavallee, No. 48 in our *Interesting Railfans* series and author of *Delorimier & Angus* (which we reviewed last month). ●

THE FIRST locomotive to cross the great Eads bridge at St. Louis in 1874 was No. 41, which was also the first engine on the Pennsy's Vandalia Division, says John F. May, retired hogger, 110 Madison, Terre Haute, Indiana.

"I read about her in an old issue of the *Locomotive Engineers' Journal,*" he explains "She was described as a 'Baldwin, 14x22, five-foot-wheel, passenger engine with great durability and neatness, queen of the rail in this part of the country.' According to the story, her engineer (the one who took her across the bridge) spared neither time nor money to make the cab beautiful. She was 'handsomely carpeted and adorned with beautiful pictures and mirrors' and the painter 'proved himself an artist' by the lettering and scroll-work he did on the tender and cab. It was said the engineer was so proud of her that he went to the shop at night and watched over her, for fear some one would steal her." ●

WHEN John W. Barriger, No. 14 in our series of *Interesting Railfans,* was drafted early in 1965 to save the Missouri-Kansas-Texas Railroad, it was on the verge of bankruptcy. The previous management had tried to starve

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it into a phoney prosperity with deferred maintenance and such, until the old roadbed was so bad that the rotten ties would not hold the rails under the weight of a standing train on certain curves.

Derailments were costing about $250,000 a month. All trains had slow orders of 25 miles per hour. Some 450 wrecked freight cars had been left along the right-of-way. The company had been paying *per diem* charges on many of them for months rather than incur the expense of getting them repaired. Service, of course, was slow. Some loyal shippers reluctantly stayed with the road, but many had switched to trucks.

One of the first things Barriger did as president of the Katy was to abandon all passenger service—which must have been a painful decision to one who loves passenger trains as he does—and he added new freight runs. After that he picked up tons of scrap metal all over the place and sold it for a million dollars, but even that didn't begin to pay for all the overdue *per diem* and other debts.

Barriger had been retired from the presidency of the Pittsburgh & Lake Erie at the end of 1964 and had been with the Katy for a short spell before going to the Katy. Now he hopes he'll be its last president. He knows that a small road like the M-K-T can't compete with its larger, better-financed, and modernized neighbors and he aims to get it in shape for a possible merger.

The main line has been reballasted, 1½ million new ties have been put in, and new rail has been laid, including 35 miles of welded 115-pound steel. A dozen new diesels went into service last year. Locomotive failures have dropped from 112 a month to 13 and are still dropping. Barriger has asked the ICC for permission to abandon 250 miles of unprofitable branch lines to save $100,000 annual expense and the cost of necessary rehabilitation.

Freight revenue last year climbed back to $55,000,000 and Barriger said his goal this year is the $60,000,000 needed to make it a going concern.

"We are rebuilding the railroad, and the shippers are coming back," he said. "Happily now our tracks are adequate for service and speed requirements."

Art Knowles, who sent us this report, comments: "Much more must be done, of course, but J. W. B. has made a remarkable record in two years." ●

OVERSEAS. The U.S. will soon give mountainous Afghanistan its first railroad, a 4-mile spur off a Pakistan main line.

The number of rose gardens in Japan has increased greatly in the past 10 years, Most of them are owned by private railway companies and are laid out in parks beside passenger stations.

New Zealand has 189 railway tunnels, one for every 17 miles of track. Total length of tunnels is 53.5 miles, the longest being the 5.5-mile Timutaka tunnel, the world's 12th longest tunnel.

In Japan the other day a breeze blew a stray sheet of paper onto an obstacle detector on the Tokyo-Yokohama rail line, setting off red light alarms. Seventy-six trains were delayed 20 minutes or more, some were canceled, before normal service was restored.

Normal rail traffic between the Swedish Lapland towns of Arvidsjaur and Jokkmokk was suspended for a few days last spring and replaced by buses to ensure the safety of reindeer which were being given emergency fodder rations hauled to 8 depots. Ordinarily, speeding trains kill many reindeer.

In England, travelers on London's Underground stared when the train doors opened at Great Portland Street the other day and in walked a pigeon. At the end of a half-mile journey to Baker Street, the bird lined up with the disembarking passengers and stepped sedately to the platform. "Pigeons ride between surface stations but I've never heard before of one going underground," comments Joseph Fox of London, England, sending us this item.

Also in England, Stratford-upon-Avon, birthplace of William Shakespeare, is upset about being cut off from direct rail links with major cities and towns. It has no through daily service to London.

Japan's Emperor Hirohito and Empress Nagako, who had previously limited their rail travel to private trains, broke a precedent last May by taking their first ride in a public train when visiting western Japan. ●

OLDTIME HOGGERS. At age 93, Avery G. Warner has followed John Luther "Casey" Jones into "the Promised Land." Warner was the Illinois Central hogger who drove the *Cannonball Express* into old Poplar Street station at Memphis, Tenn., on the rainy night of April 29, 1900, when Casey took the throttle for a last run that made history and a folksong. The wreck at Vaughan, Miss., occured in early-morning darkness of April 30th.

Shortly afterward, Wallace Saunders, a Negro engine-wiper at Vaughan, Miss., wrote the now-famous song. Casey left a widow, a son, a daughter, and his fireman, Sim Webb. The widow and Webb died a few years ago. Casey's son worked for the same railroad, is now retired. A grandson of "the brave engineer" keeps his family name on the IC payroll. Casey's daughter became the wife of a GM&O official. Avery Warner passed away in Memphis last April 22nd, reports William J. Rugen of the Long Island's diesel locomotive shop at Morris Park, N.Y.

"I never fired an engine with a hopper ashpan, but always had to crawl under and hoe out the pans, which was a sweet job," recalls James R. Flynn, age 90 this July 24th, 30 Depot St., Norwood, N.Y., who went firing for the New York Central in 1899.

"In those days whatever work we did on one date was considered one day's wage, regardless of how many hours we put in. Our first agreement was $1.50 a day for 12 hours' work; the following year we got $1.60 for 12 hours. The first trip we worked was 63 hours, and for running the engine the complete 63 hours we got $28.72. The second year I ran an engine I got $2.60 for 12 hours. I handled only steam engines." He was pulling local freight on the Rutland when he retired in 1947.

Last spring William J. Robinson, age 98, of Eagle Grove, Iowa, reached his 70th anniversary as a member of the Brotherhood of Locomotive Engineers. At age 10 Bill went to work in a coal mine. Seven years later he hired out to the Chicago & North Western as an engine wiper. Eventually be became a fireman, then a hogger, retired in 1923. ●

DOWNGRADED. "Getting across the big state of Texas, east to west and west to east, is becoming more difficult," *The New York Times* recently reported. "Only one train, the Southern Pacific's *Sunset,* now makes the journey, and it carries only coaches. Discontinued recently by the Texas & Pacific were trains 26 and 27 between Fort Worth and El Paso. These were night coach trains, and were the last ones on this 615-miles run."

The *Sunset* is not only the last of the cross-Texas trains and the last through service between New Orleans and Los Angeles, but has been downgraded as well by the railroad from a deluxe streamliner to practically "barebones transportation."

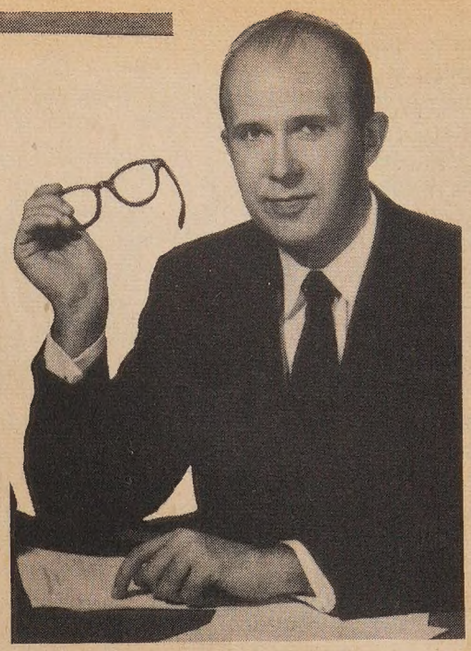
This downgrading has been protested to the Interstate Commerce Commission by rail unions, authorities of states involved, many travelers, and railfans. As a result, the ICC is making an investigation "to determine the adequacy of SP service."

Meanwhile, a request for a similar ICC investigation—of the SP's Shasta route between San Francisco and Portland—has been made by the Railroad Club (Greg L. Thompson, president) of the University of California, Student Activities Office, South Hall, Davis, Calif. 95616. The club's long, detailed report states:

How to Speak and Write Like a College Graduate

"It's easy," says Don Bolander...

"and you don't have to go back to school!"



"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But wouldn't I have to go back to school to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long will it take me to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet.

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To receive a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 555 E. Lange St., Mundelein, Illinois 60060. No salesmen will call.*

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"At the very time when the United States is underwriting a multi-billion-dollar program for the construction of a new generation of transport aircraft, which may not prove economically sound, an already existing transportation resource, which plays a significant role in a balanced plan of national transport, is decaying and will disintegrate completely in the next few years unless the Government takes prompt action."

The report gives documented facts and figures showing how Shasta service has been downgraded.

"Pre-war cars are used on the *Shasta Daylight,*" it points out, "while cars built for that run are used on mail trains. The *Shasta* averages 36 minutes late in summer, and is on time only 25 percent of the time. (Editor's note: compare this with LIRR on time, 97.1 percent; see page 31) The *Shasta Daylight* schedule has been lengthened an hour and a half since 1951, and arrival time at the terminals is after one a.m. Passengers have been left on station platforms because there is no reservation system. Little or no announcement is made of running time. Passenger trains are routinely made to wait for freight. There is no public advertising of passenger service on this route." ●

PASSENGER TRAINS. Canadian National trains said to be capable of speeds up to 120 mph went into service this summer between Toronto and Montreal, 335 miles in 4 hours. Because of many grade crossings, top speed can't always be maintained.

Trustees for the Jersey Central have asked a Federal court for authority to drop all passenger service. This action followed the State of New Jersey's refusal to recommend prompt reimbursement of the road's 1966 passenger loss of $7.1 million, toward which no payment has been made. Apparently the state's politicians are not interested in mass transportation by rail.

The other day, passengers on the Illinois Central's red, yellow, and orange *Panama Limited* were served birthday cake free in honor of the train's 25th birthday as a streamliner. The *Panama,* born in Dec., 1912, connects Chicago, New Orleans, and St. Louis.

Federal Communications Commission has authorized Bell System to provide radio-telephone service on demonstration high-speed trains between New York and Washington. Coin telephone facilities for passengers are being installed on 30 cars. The new trains are scheduled to begin running Oct. 12th.

Although the *Wabash Cannon Ball* is immortalized in a rollicking old folk-song, it was discontinued some time after Norfolk & Western had taken over the Wabash, due to "extremely light patronage" and "heavy losses" in its service. Here is the anonymous song:

We hear the merry jingle,
The rumble and the roar,
As she dashes through the woodland
And comes creeping on the shore.
We hear the engine's whistle
And the merry hobos' call,
As we ride the rods and brakebeams
On the *Wabash Cannon Ball.*

This train she runs to Quincy,
Monroe, and Mexico,
She runs to Kansas City,
And she's never running slow.
She runs right into Denver
And makes an awful squall
When you see her show say "Welcome"
For the *Wabash Cannon Ball.*

Great cities of importance
We reach upon our way,
Chicago and St. Louis,
Rock Island—so they say—
Springfield and Decatur,
Peoria, above all—
We reach them by no other
Then the *Wabash Cannon Ball.*

Now here's to "Long Slim" Perkins,
May his name forever stand;
He'll be honored and respected
By the hoboes through the land;
And when his days are ended
And the curtains 'round him fall
We'll ship him off to Lucifer
By the *Wabash Cannon Ball.*

A new, experimental, "one-price" ticket, including all meals and Pullman room or seat and pillow service, is being tested by the Santa Fe in a limited area. If successful, it may be expanded to all stations. Market research had determined that many travelers preferred a "package" ticket.

Effective June 12th, the Milwaukee Road has discontinued trains 19 and 20, operating between Chicago and Omaha, due to "substantial deficits" incurred in their operation.

Discontinuance of two daytime passenger trains between Buffalo and Harrisburg has been delayed by a Federal court issuing a temporary restraining order against the Pennsylvania Railroad. Judge W. S. Nealon held that the discontinuance would cause "immediate and irreparable" damage to the railroad and to businesses and communities along the route.

With ICC approval, the Frisco dropped its last two sets of passenger trains, Kansas City-Birmingham and St. Louis-Oklahoma City, on May 13th.

A bill designed to help arrest the decline of America's passenger railroads has been introduced in the Senate by Sen. Clifford P. Case (R., N.J.). It would amend that part of the Interstate Commerce Act which deals with the discontinuance of passenger trains, tightening the procedures, as an alternative to a bill introduced earlier by Sen. Warren C. Magnuson (D., Wash.) at the ICC's request.

Sen. Case doesn't think Magnuson's bill "goes far enough to overcome the inequities to the train-riding public caused by the 1958 Transportation Act." His proposal would require the carriers "to obtain affirmative authority from the ICC, or from appropriate state agencies where they exist, whenever they seek to eliminate interstate service" and "would make the employe protective provisions used in abandonments of railroads applicable to train discontinuances as well." ●

CANADIAN PACIFIC and Great Northern, currently engaged in a verbal battle over lucrative shipments of coal from Crow's Nest Pass on the Alberta border to the coast, have a long history of not-so-friendly feuding.

The two railways are competing for a contract from Crow's Nest Industries Ltd. for shipment of $180,000,000 worth of coal from Fernie, B.C., to Vancouver, bound for Japan by sea.

In earlier days, action spoke louder than words. Then men responsible for the actions were Lord Strathcona, a senior CPR executive, and James J. Hill, who had quit his CPR directorship to join the Great Northern.

One of the first manifestations of the bitter rivalry that arose between the two railways came to light in 1891.

The Canadian Pacific had completed a line from Mission City to the U.S. border to link up with the Fairhaven & Southern Railway, which had tracks through Bellingham, Wash., and Seattle.

On June 22, 1891, the first CPR train pulled into Bellingham under an archway of water supplied by local fire department hoses. As the last coach of the train, carrying Canadian Pacific officials, passed under the arch, one of the hoses dropped "accidentally" — just low enough to douse the CPR brass collars. Jim Hill's fine hand was immediately suspected, but nothing was ever proved.

There was also an incident a few months later at Sandon, B.C. Both railways were racing to see which could get a line into the town first to grab its lucrative freight hauling business. The CPR won by a hair's breath, which irked Great Northern crews. The latter tied a rope to the newly-built CPR station, attached it to an engine and pulled the building off its foundations and into nearby Carpenter Creek.

In August, 1903, trouble flared again at Sapperton, near New Westminster, B.C. The GN's subsidiary Vancouver, New Westminster & Yukon Railway was building a line into Vancouver and the CPR refused to allow the Jim Hill's rails to cross its right-of-way. ●

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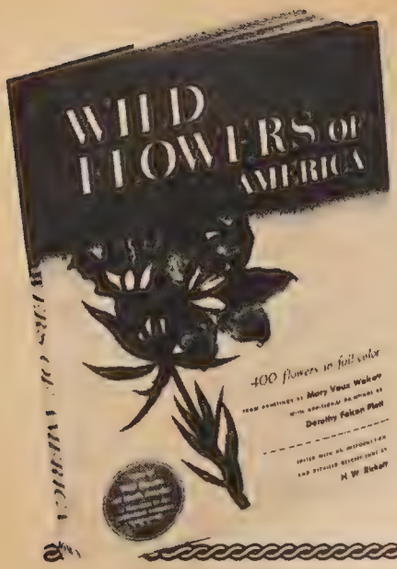

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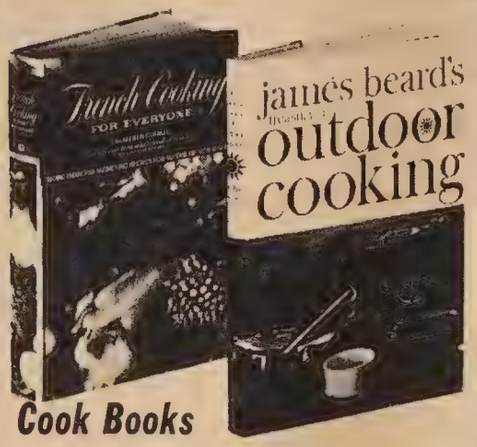

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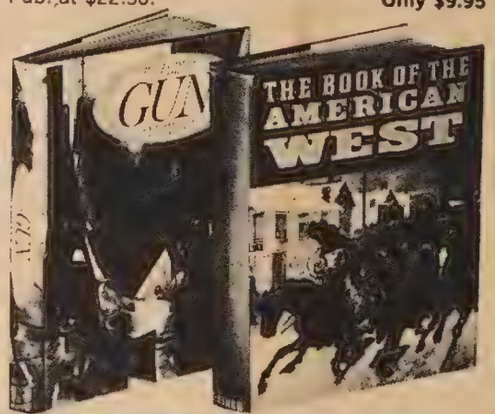

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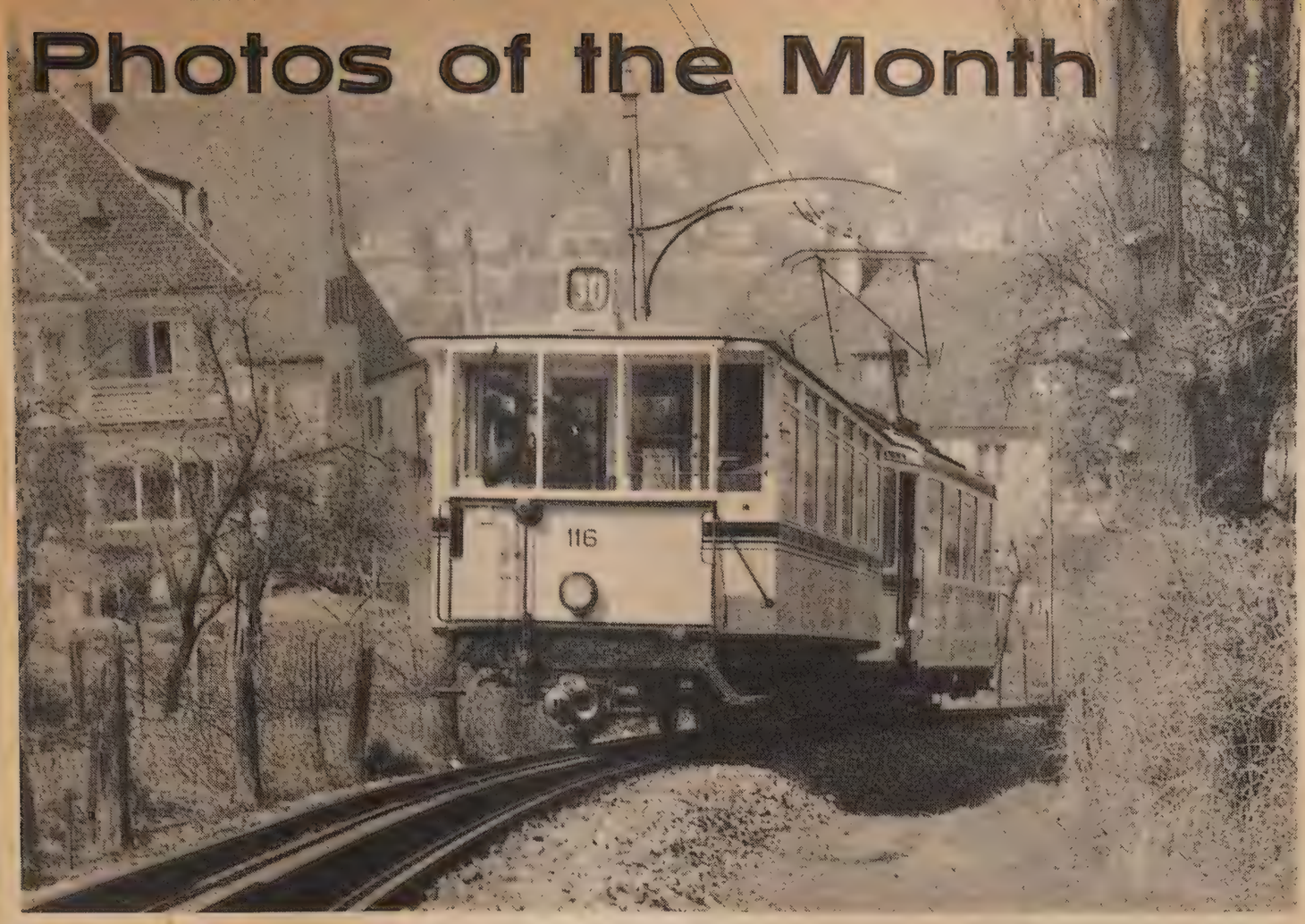


Cog tram 116 (trailer) and 102 (motor) on Stuttgarter Strassenbahnen negotiate a steep grade above German city.
Lt. J. M. McMillan, Co. C, 83rd Engr. Bn., APO New York, N.Y. 09716

Railroadin' gal: Miss Joyce Byrd, age 20, secretary for T. R. Miller Mill Company at Brewton, Ala., often rides in the cab of the company's 2-6-2 type, No. 101 (Baldwin, 1924), with the engineer, R. C. Rucker (P.O. Box 64, Milton, Fla.), who informs us proudly: "Joyce can run my steamer, too."
Max W. Curran, 1005 Forrest Ave., East Brewton, Ala.

Philip R. Hastings (Rail Photo Service)

Past history: Canadian Pacific trains named *Alouette*, north- and southbound, Boston-Montreal, pass at Barton, Vermont.

The French National Railroads have begun a program of converting standard dining cars to the self-service type with moderate-priced meals. The first two, of which one is shown here, are operating on the Paris-Strasbourg and Paris-Basel runs.

Photograph by French National Railroads

Collection of C. William Jernstrom, 822 Pelham Drive, Fort Wayne, Ind.

Horse-car No. 3 on the Paterson & Passaic Railroad in New Jersey on Cedar Lawn Cemetery route in the 1880's.

An operator's view of railroading in the steam days on Pennsy's Williamsport-Sodus Point Line, taken from Bergan Tower which controlled the junction of Pennsy and Susquehanna & New York at Marsh Hill, Pa. The second pusher has just been cut off.

William M. Moedinger, 1835 Pioneer Rd., Lancaster, Pa. 17602 (See page 24)

Steam Days on the Seashore Lines

by BERT PENNYPACKER

Steam-train passengers sported this outlandish garb on Atlantic City beach in the "good old days" when Grandma was a kid.

FOR THOSE of us who knew high-speed steam railroading at its best, the mere mention of Pennsylvania-Reading Seashore Lines evokes a flood of memories. In bygone years, for example, a fat-boilered E6s class 4-4-2 clipped off 58 miles in 52 minutes with the regularly scheduled *Boardwalk Flyer* between Camden and Atlantic City. And how about those hot and humid week-ends when dozens of jam-packed excursion trains rolled across South Jersey flatlands to and from sandy beaches and salty sea breezes?

A trackside watcher at Haddonfield or Hammonton in those days would hear the whistles screaming almost continuously. As one train faded from earshot, he could catch the rumble of the next one approaching in the far distance and it'd soon thunder by at 80 per in a swirling cloud of dust and smoke. Since the PRSL owned only a modest roster of power, the largest being Atlantics and Consolidations, the two parent roads filled the gap with many leased engines, chiefly passenger Pacifics. Their distinctive whistles made identification easy. The Pennsy K4s often sounded low, moaning, and hoarse, while the Reading G1sa emitted a pleasant chime.

The summer journey from Philadelphia or Camden to the seashore playgrounds like Atlantic City, Ocean City, Wildwood or Cape May was swift but often dirty, noisy, and rough. Nevertheless it was fun. The wooden-bodied coaches bounced and swayed as smoke and dust poured through open windows. Special screens filtered out part of the dirt, and after World War II the PRSL acquired some air-conditioned cars, rebuilt at Altoona shops.

Up front, the fireman poured on the coal while bomming exhausts and screaming whistle blasts created a sort of bedlam as the throttle artist laid on speed. But in Depression years of the early 1930's few complaints were heard from buyers of one-day excursion tickets who had paid a dollar apiece for the round trip to Atlantic City. The K4s and G1sa engines stormed by neat suburban towns of West Jersey and reached open land where farms and stands of scrub pine flourish in sandy soil. Near the shore, a noticeable change filled the air; sea breezes wafted the thrilling smell of the ocean inshore. Passengers sniffed eagerly and straightened up in their seats, very much alert.

As late as October, 1949, an engineer of the *Nellie Bly* proudly told us about being timed at 98 miles an hour near Egg Harbor a short time before. This feat occurred with a 30-year-old K4s and standard equipment—no streamlining or frills. On another occasion a single K4s was observed hauling a deadhead string of 40 coaches at 70 per! The Pacific type was at its best on the nearly straight and level PRSL gradients.

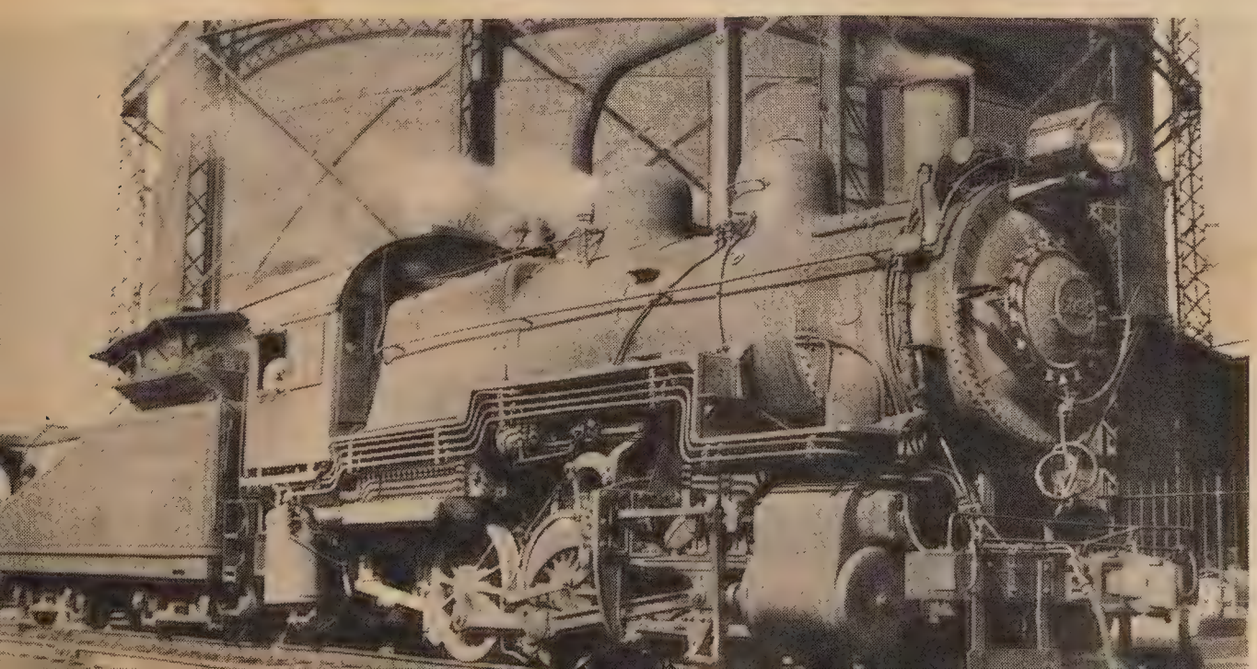
Panoramic view of the PRSL engine terminal at Camden, N.J., taken from the water tower on a hot August morning in 1954.
Robert R. Malinoski, 246 Madison Ave., New Milford, N.J. 07646

While the consolidation of parallel Pennsy and Reading routes in South Jersey produced the PRSL in 1933, the heritage of high-speed service to the shore dates back to the 1890's. It's also the story of both roads' best and fastest locomotives pitted against each other in fierce competition. Ferries carried passengers across the broad Delaware River from Philadelphia to the terminals at Camden, N.J. The Pennsy's West Jersey & Seashore had a five-minute ferry crossing and a 58-mile rail route to Atlantic City while its rival, Atlantic City Railroad, offered a ten-minute boat ride and a 55½-mile rail route, making both trips nearly equal.

In 1888, the ACRR's timing stood at 85 minutes to Atlantic City, including the ferry. By 1896, this had been cut to 50 minutes with a six-car train pulled by two new Camelback 4-4-2's of the Baldwin Vauclain compound concept. Nos. 1026 and 1027 had 84¼" drivers and developed 1450 horsepower at 70 miles per hour. During the heat-heavy vacation months of July and August, 1897, engine 1027 set an enviable speed record by wheeling train 25 from Camden to Atlantic City every day in no more than 48 minutes at an average speed of 69.3 mph. Some trips were even faster, to make up time when the ferry connection was late.

Charley Fahl pulled the throttle on the 1027 for some real outstanding runs. Sandhouse gossip said he once hit 106 mph along a 6.2-mile stretch from Elwood to Egg Harbor, although the dispatcher's trainsheets didn't show it.

The competing West Jersey & Seashore tried to match the killing pace with big D13 and D16 class eight-wheelers, but it was a losing battle. So in 1899 Pennsy mechanical engineer



PRSL 6096, a former Pennsy B6sb, was working the Atlantic City passenger depot when the author photographed her in 1949. These heavy 0-6-0's were unusual in having their main rods connected to the second set of driving wheels.

Axel Vogt had three high-capacity Camelback Atlantics built at the Altoona Shops. These class E1's, numbered 698, 700, and 820, were the first Atlantics on the system and its only camelbacks. They had wide Belpaire fireboxes instead of the conventional Wootten concept. While they clipped off 75 mph with 300-ton trains, the E1's spent but four years on the WJ&S and then were exiled to the Long Island Rail Road. The Pennsy had subsequently redesigned the type into improved end-cab versions that eliminated safety hazards and increased horsepower.

Many were the closely contested races between heavy 4-4-2's of the two rival railroads as they steamed shoreward within sight of each other. On July 20, 1904, Charley Fahl and his flying Camelback hit a new high of 115.2 mph! That engine had been renumbered at the turn of the century from ACRR 1027 to P&R 25, class P1a. Passengers joined in the excitement of the races and sat on the edge of their seats, cheering on their train and frowning in disgust if it fell behind. At the end of his run the winning engineer usually could be found near his engine, ready and willing to accept praises from his passengers.

During the years 1909-'11 P&R motive power chief Howard Taylor and his mechanical engineer, Edward O. Elliott, created several handsome three-cylinder Camelbacks in an effort to increase power. One of these, the 675, was a Ten-wheeler with 74" drivers built at Reading Shops. In August of 1912 the company sent her to the annual convention of the Association of American Railroads master mechanics in Atlantic City. They figured it'd be fine publicity to see what the sleek 675 could do with her three, 19x24" cylinders, so the throttle artist was told to get to the shore as fast as he could. Well, she became a ballast scorcher, making 90 mph to Hammonton an average of 105.2 mph the rest of the way. But the big spurt occurred along a 20.1 mile stretch from Elwood to Meadow Tower at 120.6 mph.

Unfortunately, the triple-cylinder concept enjoyed a short success because the crank pins of her center driving rod kept breaking in fast service; so the engines were rebuilt with two cylinders.

It seemed that the Reading had led the race in speed and power almost continuously since 1896; but the year 1914, when World War I broke out in Europe, put the Pennsy in command with six of Alfred Gibbs' super-powered E6s Atlantics hauling WJ&S highliners. A year later the Reading countered with four big 4-4-4's of identical size and capacity. These unusual C1a's, numbered 110-113, had a novel four-point suspension system that proved highly unsatisfactory. Rumor says that this costly error led to the dismissal of the designer, Samuel G. Thomson. His successor in the Philadelphia & Reading motive power department, I. A. Seiders, had the old girls rebuilt into succesful 4-4-2's having the normal three-point suspension system. However, they didn't return to shore runs until the twilight years of steam and then two saw leisurely service on Hammonton locals.

Following this ill-fated 4-4-4 effort, the ultimate answer to Reading passenger power needs lay in Pacific types. Mr. Seiders' trim-looking G1sa first appeared in 1916. She was built at Reading Shops for Atlantic City service and heavy Baltimore & Ohio through trains between Philadelphia and Jersey City.

Martin Stanley Zak, 2 Hedgerow Dr., Morrisville, Pa.

A Pennsylvania K4s engine works hard as she pulls off the Wildwood-Cape May line to reach the main stem at Winslow Junction.

Photos on this page by author

(Left) Reading's Pacific 217, class G3, on high line to Delair bridge, gateway to shore routes from Philadelphia. (Below) Pennsy G5s Ten-wheeler with a combine. PRSL rarely used low drivered G5s as 68" wheels provided power but not speed.

Forty class G Pacific's were acquired; 19 of them saw regular service on the seashore line for many years. As for the Pennsy, K4s Pacifics also showed up eventually in South Jersey, although the E6s continued to do an exceptional job.

Engine and train crews working on nearby divisions of the Pennsy and Reading liked to make extra money by working seashore runs on their days off during the summer "boom season." This led to a fatal derailment of the *Nellie Bly* that took the life of her engineer. We got the details from Herb Palmer, a onetime Pennsy employe living in Camden.

"On Good Friday afternoon in 1926," he told us, "the *Nellie Bly* ran a nine-car advance section of Pullman parlor cars. The ill-fated hogger had his choice of this run from New York to Atlantic City or an extra section of a train to Washington. He chose the *Nellie Bly* so he could spend Easter week-end on the famous boardwalk. Although qualified to run over the route, he hadn't covered it recently and was offered a pilot but refused.

"The train left Manhattan Transfer with No. 51, an E6s, and made good time. Fog shrouded the landscape approaching Delair, N.J., and not being intimately familiar with the surroundings, the runner didn't cut his speed as the racing 51 hit a sharp curve. She flipped over, pulling several cars off the rails. The hapless man, dying from burns and injuries in the hospital, admitted his error and said that he applied only the engine brakes; had he also slammed on the train brakes, the accident might have been averted."

The formation of the Pennsylvania-Reading Seashore Lines in 1933 brought about a strange mixture of PRR and Reading equipment. The Reading ferries, Kaighn's Point terminal, and the enginehouse in Camden all disappeared. All West Jersey & Seashore engines (6000 series) became PRSL property. Both possessing roads also leased additional engines of their own, as needed. The PRSL's loco ownership seemed so small that three-quarters of the power would be leased, but considering the "feast and famine" nature of the line, this was the only way to do it. Pilot beams of PRSL-assigned power carried the stenciled letters "CTE-PRSL," standing for Camden Terminal Enginehouse.

This mixture of engines brought about oddities such as RDG engines pulling Pennsy cars and vice versa. Dispatchers soon learned from experience that a Reading Pacific would not make good time if she had more than ten cars, whereas the slightly larger K4s would do fine. Pennsy firemen also had a few lessons to learn when they drew Reading engines. The wide Wootten fireboxes required a lighter fire and if a PRR man made the error of laying in a deep bed of coal, he was in trouble. More than one fireman hung up a train until he had acquired the firing tricks of these engines.

One of the oddest locomotive hookups we ever knew of involved a freight train that often left Millville with a doubleheader of exact opposites: a Pennsy H9s class 2-8-0 and a Reading P6sb class 4-4-2 Camelback. It not only represented engines of two different roads pulling a train upon tracks of a third road but direct opposites occurred in freight and passenger locos as well as back cab and center-cab types.

PRSL's own modest roster underwent few changes except for occasional acquisitions of a few engines from the parent Pennsylvania Railroad. The original six E6s passenger haulers assigned to the WJ&S back in 1914 were eventually increased to nine. Keystone-

K4s engine 3772 hauls *Atlantic City Express* on bridge line, known as "The Hole" because it was on a lower level than the alternate route into Camden.

After 264 years of ferry service between Philadelphia and Camden, the boats were abandoned April 1, 1952, beating the end of steam trains by 4½ years. Above is the *Millville* before her retirement.
Photograph by author

A PRSL 214 steamer pulling out of Frankfort Junction. The date was July, 1955, and there was a crowd aboard, eager passengers heading for the beach.
H. Reid, 8549 Wayland St., Norfolk, Va.

shaped number plates, affixed to the smokebox fronts of most Pennsy passenger engines beginning in 1927, disappeared and were replaced by round brass plates. A group of "civic-minded busybodies" living in the swanky Camden suburb of Collingswood raised a fuss about the "annoyance" of train whistles, so the railroad installed air-horns on various E6s locos.

Many Seashore Lines men resented the fact that some of the leased power assigned to them was in poor mechanical shape or nearly worn out.

"After all, if I were an enginehouse foreman in Trenton or Philadelphia and was told to send three or four hogs to Camden, I'd certainly not send the best ones," explained George Cherry who served as master mechanic at the Camden terminal for many years. "We were at a great disadvantage here because our summertime needs were great and I'm sure that many of the extra engines sent here were merely junkers pulled from storage lines. The pooling of power and frequent transfers from one division to another also permits a foreman to get rid of troublesome engines and pass their various problems and repair jobs along to someone else."

With extremely short freight hauls in most instances and light tonnage outside the Camden industrial area, 0-6-0 switchers and 2-8-0's proved capable of handling PRSL's freight traffic. Small class H6sb Consolidations exerting 42,-168 pounds of tractive effort were eventually supplanted by the larger H9s variety, which exerted 49,183 pounds TE. Then in June, 1946, six H10s class steamers of still larger power suddenly replaced the H9s, which confused the uninformed observer because the two sets of 2-8-0's exchanged exact road numbers.

While having the same boiler as an H9s, the H10s had larger cylinders and exerted more power. The ones sent to the PRSL also had stokers. Of course the firemen liked the stokers, but they didn't want to see the jobs on these engines eliminated. Doubleheading and the use of two firemen per engine became casualties of the H10s intrusion. The Pennsy also leased a few of its heavy L1s class Mikados for longer runs to Atlantic City.

Our friend Herb Palmer tells about a switching crew in the Camden area that had a little scheme going and knocked off work early to attend lodge meetings on Saturday nights.

"This crew operated a B6sb class 0-6-0 serving industries in the area," he says. "They'd bat the cars around like mad and finish a normal second trick's work in three or four hours, marking their timecards for eight hours' work. Well, one Saturday night as they climbed off the B6sb after parking her on the ash-pit track in Camden terminal, a trainmaster showed up and expressed surprise that the night's work had been done so quickly.

"The crew expected a sharp reprimand, but the trainmaster seemed happy to see them idle. He had a yard jammed with freight cars and needed another switcher to help out. So the enterprising crew escaped punishment but they had to work at switching cars instead of attending the lodge meeting with its poker and beer party that followed."

The PRSL publicized its fast passenger trains with appropriate names. The *Boardwalk Flyer* and the *Rocket* left Camden each afternoon for Atlantic City. Other trains carried names like *Barnacle Bill Special, Sea Breeze, The Mermaid,* and so on. America's first deluxe coach train, the *Blue Comet* (inaugurated 1929), came from Jersey City via the Jersey Central's Southern Division to Winslow Junction and then ran into Atlantic City over the PRSL.

Even the Jersey Central's big Pacific types, Nos. 831-833, were painted blue to match the train's blue and cream livery. While the *Comet* made its last run way back in September, 1941, oldtimers still tell a tale about being able to hear her deep-throated whistle moaning low across the sandy lowlands and scrub pine forests when heavy swamp vapors and mists are rising on dark nights. As a young boy, your author does remember hearing the *Comet's* distinctive whistle as its dulcet tones were wafted across Jersey for 15 miles.

Regarding the previously-mentioned *Nellie Bly,* this New York-Atlantic City

A popular Wildwood-Cape May express run, here leaving Philadelphia, was pulled by this Reading Pacific No. 217
Photo by author

Nellie Bly, noted reporter of the 1890's. The train named for her, with PRR 4-6-2 8378, passes Winslow Jct.

limited was one of America's very few passenger trains named for a woman. Actually, it was the pen name of Elizabeth Cochrane Seaman, a newspaper reporter who distinguished herself at a time when it was unpopular for women to engage in such man-dominated occupations. Her most publicized exploit occurred in 1889 when as a pert 22-year-old miss she set out to girdle the globe by ship and train to beat the time in Jules Verne's novel *Around the World in Eighty Days*. Well, she did it in exactly 72 days, 6 hours, and 11 minutes.

Pennsy named the train for her because the final 951 miles of Nellie's trip, from Chicago to Jersey City, were over that road. Elizabeth died in 1922 but her namesake train was not discontinued until April 20, 1961.

Early in the morning just before daybreak years ago an unusual crowd of passengers would swarm off a ferryboat at Camden and fill a train that sometimes had 15 cars. These travelers carried fishing rods, reels, tackle boxes, and other fishing equipment. You could almost smell the salt air and fish as they clambered aboard the train, which was unofficially dubbed the "Fisherman's Special," en route to Cape May. Besides possessing the know-how to run a railroad and to power a 15-car train with a freshly-groomed K4s, the astute PRSL issued fishing bulletins telling the potential ticket buyer where they were biting, tide charts, tips on bait, etc., under the heading "Barnacle Bill says. . . ."

Back in those days, too, it wasn't at all uncommon to round up extra engines to pull 15 or 20 specials to a Shriners convention. Summertime Sundays saw schedules go out the window; the trains left "when loaded" and ran from Camden and from Broad Street Station, Philadelphia, via the Delair

Both train photos on this page by the author

As unlikely a meeting as you might imagine. It happened twelve years ago when Reading G3 Pacifics were pulling Seashore trains into downtown Philadelphia. The fast Reading steamer, No. 214, passed a stopped Pennsy GG1 electric on PRR track.

Train 775, consisting of two RDC-1 units, on way from Millville to Camden.
Dave Wilson, 105 E. Willow St., Wenonah, N.J.

Bridge route. The first half-dozen trains to Atlantic City would often be turned and deadheaded back west for second loads. Sometimes two 12-car deadheads were coupled together and their engines doubleheaded back. What a thundering roar they made with full power unleashed and whistles screaming as they galloped through sleepy Jersey towns at almost unbelieveable speed!

The annual AAR master mechanics conventions at Atlantic City go back to the early years of this century. The highlight of these affairs revolved about exhibits of many new locomotives taken to the shore for inspection. We've already mentioned the speed run of the P&R Camelback Ten-wheeler 675 on her way to such an exhibit. Both Pennsy and RDG sent some of their newest designs as they came out. One gargantuan loco was the Pennsy's HC1s class 2-8-8-0, which in 1919 was billed as "The World's Largest Engine." Her trip eastward from Altoona included a detour via Trenton because the weight of 586,500 pounds simply wouldn't go across Delair Bridge.

The first passenger diesels sent to the Seashore Lines, in 1950, were unglamorous Baldwin road-switchers. They arrived in green paint, sputtering and whining loudly as they ran, and the men dubbed them "green hornets." Twelve stainless steel RDC cars also came from the Budd Company. A veteran engineer named B. H. Hickey lamented the loss of his Reading Pacific No. 134 when new RDC's were assigned to Cape May train 331.

"I love that old 134," he told a newspaper man. "I love 'er as much as I love my wife, and they'd better take good care of that old engine."

Needless to say, the "good old 134" was taken care of like all her sisters. She had a rendezvous with the scrap-

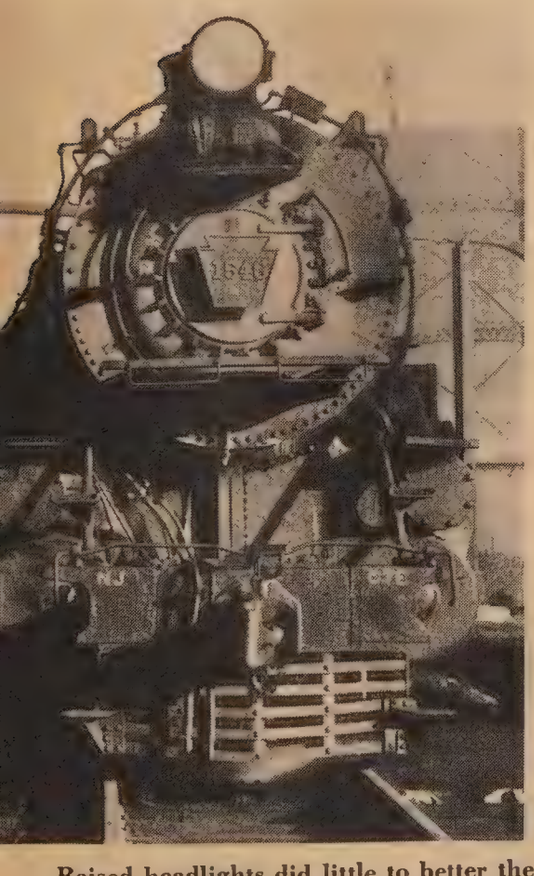
Headed for the shore, Reading G4 Pacific 211 roars along beneath Pennsy catenary in North Philadelphia. The year was 1955.
Photograph by Martin Stanley Zak

man's torch two years later, and Engineer Hickey mourned her fate.

Final steam years on the PRSL saw the Reading's practically new (built 1948) G3 class Pacifics wheeling Cape May trains from Pennsy's 30th Street Station in Philadelpiha. Since they had larger tenders than K4s engines and since the Ancora track pans had been eliminated, G3's proved desirable on these runs. April of 1952 marked the end of the historic Delaware River ferry service that had existed continuously for 264 years. The same month also saw K4s-powered Atlantic City runs as the last regular trains to use the Pennsy's venerable Broad Street Station in Philadelphia.

The Pennsylvania-Reading Seashore Lines participated in the last memorable stand of steam power of its two owners. In the mid 1950's, when master mechanic Cherry said he couldn't get any more spare parts from Reading for the handsome G3's we know that the end must be near.

By November of 1957 steam breathed its final humid gasp on the PRSL as K4s engine 5351 puffed sadly along the Pennsy's Pemberton Branch and into Broadway station, Camden, and from there into oblivion. ●



Raised headlights did little to better the frontal looks of the great Pennsy K4s, and neither did the drop coupler pilots.
Above photo was made in 1949.

1600-hp Baldwin road-switcher on express trip to Atlantic City in 1955. With a top speed of only 75 mph, the 5e diesels could never match either the schedules or the performance of steam power on the Pennsylvania-Reading Shore Lines.
Both photos on this page by the author

Diesels: Pennsylvania Reading Seashore Lines

PRSL Class	Road Nos.	Bldr. Model	Gear Ratio	Top Speed	Weight	Cont. T.E.	Start. T.E.	Year Built
BS15ms	6005-6005	DRS-4-4-15	15:63	75	339,600	72,900	84,900	1950
BS7	6006	S7	14:68	60	197,600	34,000	49,400	1951
BS16ms	6007-6016	AS16	17:62	75	339,600	72,900	84,900	1953
BS12	6017-6021	S12	14:68	60	228,000	34,000	57,000	1953
BS16m	6022,6023	AS16	15:63	60	331,000	72,900	82,777	1956
BS16ms	6024-6027	AS16	17:62	75	339,600	72,900	84,900	1956
BS12m	6028-6033	S12	14:68	60	240,000	34,000	60,000	1956

All units built by Baldwin, with B-B trucks. Number in road class denotes horsepower in hundreds. Letters "m" and "s" in road classes denote multiple-unit control and steam heat generator respectively. Some new Alco Century 415 and 425 units are rumored to soon replace much of the above diesel power.

Pennsylvania Railroad locomotives assigned to the West Jersey & Seashore, July 1, 1915: roster compiled by Martin Flattley.

6001	4-4-2	E3sd	6044	4-4-0	D16b
6002	4-4-2	E2	6045	0-6-0	B8
6003	2-8-0	H6sb	6046	4-4-0	D13c
6004	4-4-0	D13c	6047	4-4-0	D16b
6005	4-4-0	D16b	6048	4-4-2	E2a
6006	0-6-0	B4a	6049	4-4-2	E2a
6007	4-4-0	D13c	6050	4-4-0	D13c
6008	0-6-0	B4a	6051	4-4-2	E2
6009	4-4-2	E6s	6052	0-6-0	B6sa
6010	4-4-0	D13c	6053	4-4-0	D16b
6011	4-4-2	E3sd	6054	4-4-0	D16b
6012	4-4-0	D16b	6055	4-4-0	D16b
6013	4-4-0	D13a	6056	4-4-2	E6s
6014	2-8-0	H6sb	6057	0-6-0	B8
6015	2-6-0	F3	6058	0-6-0	B8
6016	4-4-0	D13c	6059	0-6-0	B4a
6017	4-4-0	D13c	6060	4-4-0	D13c
6018	4-4-0	D13a	6061	4-4-2	E2a
6019	2-6-0	F3b	6062	4-4-0	D16b
6020	4-4-2	E2	6063	4-4-0	D13c
6021	4-4-0	D13c	6064	4-4-2	E6s
6022	4-4-0	D16sb	6065	4-4-2	E2
6023	4-4-0	D16b	6066	4-4-2	E2
6024	4-4-0	D16b	6067	4-4-2	E2
6025	4-4-0	D13a	6068	4-4-2	E2
6026	2-6-0	F3	6069	4-4-2	E2
6027	4-4-0	D16b	6070	4-4-0	D13c
6028	4-4-2	E6s	6071	4-4-0	D13c
6029	4-4-0	D13c	6072	4-4-0	D16b
6030	0-6-0	B4a	6073	4-4-0	D16b
6031	4-4-0	D16b	6074	4-4-2	E2a
6032	4-4-0	D13c	6075	4-4-2	E2a
6033	2-8-0	H6b	6076	4-4-2	E2a
6034	4-4-0	D16b	6077	4-4-2	E2a
6035	0-6-0	B4a	6078	4-4-2	E2a
6036	2-8-0	H6sb	6079	4-4-2	E3sd
6037	2-6-0	F3b	6080	4-4-2	E3sd
6038	2-6-0	F3b	6081	4-4-2	E2d
6039	4-4-0	D16b	6082	4-4-2	E3sd
6040	4-4-0	D16b	6083	4-4-2	E3sd
6041	4-4-0	D16b	6084	4-4-2	E6s
6042	4-4-0	D16b	6085	4-4-2	E6s
6043	4-4-0	D16b			

PRSL locos Sept. '33, compiled by Martin Flattley and Herbert Palmer: PRSL ownership (all former PRR), 24 locos: B8 (0-6-0) 6008, 6045, 6052, 6057; E3sd (4-4-2) 6001, 6011, 6061, 6081, 6082; E6s (4-4-2) 6009, 6028, 6056, 6064, 6084, 6085; H6sb (2-8-0) 6003, 6007, 6014, 6016, 6033, 6036, 6046, 6063, 6071.

PRR leased from Eastern Region, 60 locomotives: B6sa (0-6-0) 1 loco; B6sb (0-6-0) 4 locos; B8 (0-6-0) 6 locos; D16sb (4-4-0) 6 locos; E3sd (4-4-2) 4 locos; E6s (4-4-2) 11 locos; H6sb (2-8-0) 5 locos; H9s (2-8-0) 4 locos; K2s (4-6-2) 4 locos; K2sa (4-6-2) 2 locos; K4s (4-6-2) 13 locos.

PRSL locos Dec. 31, 1941 (all former PRR), compiled by Herbert Palmer: B6sb (0-6-0) 6076, 6095, 6096, 6097, 6098; E3sd (4-4-2) 6061; E6s (4-4-2) 6009, 6028, 6056, 6064, 6084, 6085, 6086, 6087, 6092, (last three were ex-PRR Nos. 1708, 1351, 5142); H6sb (2-8-0) 6007, 6016; H9s (2-8-0) 6072, 6073, 6074, 6075, 6093, 6094 (ex-PRR Nos. 3545, 5265, 3619, 5225, 901, 2829).

PRSL-PRR loco exchange of June, '46, classes H9s-H10s 2-8-0: PRSL 6072 H9s to PRR 8350; PRR 8350 H10s to PRSL 6072; PRSL 6073 H9s to PRR 9384; PRR 9384 H10s to PRSL 6073; PRSL 6074 to PRR 9952; PRR 9952 H10s to PRSL 6074; PRSL 6075 H9s to PRR 8332; PRR 8332 H10s to PRSL 6075; PRSL 6093 H9s to PRR 8172; PRR 8172 H10s to PRSL 6093; PRSL 6094 H9s to PRR 9433; PRR 9433 H10s to PRSL 6094.

PRSL, Reading assigned, 38 locos, Sept. 33: A5a (0-4-0) 1148, 1158, 1168, 1174 (Camelbacks); G1sa (4-6-2) 119 to 134; G2sa (4-6-2) 175, 176, 177; I8sb (2-8-0) 1569, 1576, 1588, 1611, 1614 (Camelbacks); L5sc (4-6-0) 600 (Camelback); P5sc (4-4-2) 344 (Camelback); P5sd (4-4-2) 346 (Camelback); P5se (4-4-2) 340, 348, 349 (Camelbacks); P6sb (4-4-2) 300 to 303 (Camelbacks).

Interesting Railfans No. 56

WILLIAM M. MOEDINGER

by Freeman Hubbard

CHRISTMAS, 1945, clear and cold, with snow on the ground, was the night of Bill Moedinger's most memorable train ride. Bill is no novice at travel. For 12 years and a million-plus miles as a Pullman conductor he covered every mile of transcontinental rail route in America except the Southern Pacific line between Houston and El Paso. Then in 1958 he and his pals bought a railroad of their own, the Strasburg, in the quaint Amish section of Pennsylvania. Bill himself is vice president of operations, but his mind keeps harking back to the star-filled Yuletide evening nearly 22 years ago when he piloted an eastbound troop train on the Milwaukee Road in Montana from Deer Lodge almost to Butte.

"It was the *Olympian's* second section," he recalls. "For some reason, we had not picked up an electric locomotive at Avery but our diesel continued through to Deer Lodge, where the train was serviced and the electric coupled on. I had walked up through the snow to the head end to ask the engineer if I could ride with him as far as Butte when he stuck his head out the door, recognized me, and called: 'Come on up, Cap! I could use your help.'

"So I climbed into the cab and he said: 'You know how to run these engines. At least, you know how to stop 'em. After I get her started, you can take over. Get her up to 40 and keep her there!'

"Oily smoke filled the cab. As I settled down on the engineer's seatbox, he and the fireman vanished into the engine's depths to repair the oil-fired, train-line, steam heater. Unless it was repaired, the sleepers would freeze. Well, sir, I had the time of my life. Ten miles or so west of Butte, the engineer returned to his post and said reflectively, 'Listening to your grade-crossing whistles at the rear of the engine convinced me that I've missed an awful lot of grade crossings these past 15 years.'"

Bill admits having yanked the cord for more than one rabbit track that night. "The air-horn sounded mighty good to me," he says, "especially since I had one hand on the throttle of the *Olympian*."

This experience was a high point in his life—a life that began July 21, 1913, in Lancaster, Pa. His father ran a monument and building cut-stone business; he was also a dedicated railfan and got the lad interested in railroads at an early age. Whenever they went out in the family Buick they'd stop to view passing trains.

An uncle, Ellsworth Spence, was station agent on the three-foot-gage Lancaster, Oxford & Southern. Many a time little Bill would visit him at Westbrook, Pa., and play in an empty boxcar on the siding there. Once a week Uncle Ellsworth shipped a carload of eggs to the Reading Terminal in Philadelphia. But in 1919 the old shortline was abandoned.

"I remember standing on the depot platform with my father," Bill states, "watching its small steam train pull out for the last time."

In those days the Moedingers lived about three blocks from the Pennsy station in Lancaster, and Bill liked to visit it with a boy friend. Most of the Philadelphia Division trains stopped there. The youngsters would sit on a stone wall beside the tracks watching K-4's at work. Several daily trains originating in Lancaster and bound for York were handled by D-16's such as the 1223, which the Strasburg Rail Road currently leases from the Pennsy.

Bill's interest was heightened by seeing abandoned branches and shortlines on his travels throughout the East.

(Left) Annual Santa Claus Special, which operates the Saturday before every Thanksgiving, steams into Lancaster, Pa., over old Pennsy main line. (Below) Strasburg No. 4 at the East Strasburg station. Photos are by Linn Moedinger

These gave him the impression that railroads were gradually disappearing from the face of the earth. No circumstance can make a thing seem more precious than the realization that it might not be here tomorrow.

In his junior-high and high-school days the youth spent summers on an uncle's farm near Peach Bottom, Pa., and would ride his bike almost daily for three miles to the Pennsy's Perryville-Columbia line to chat with the station agent or operator and watch the meets of long freights pulled by I's, L's, and M's and the D-16-powered passenger trains. Eventually the latter gave way to gas-electrics. The first photo Bill ever had published anywhere showed one of these gas-electrics in the Nov. '32 issue of our magazine.

Bill was introduced to *Railroad* in Jan. '30 by a State Police Academy instructor at Hershey, Pa. After that, the hobby assumed a new dimension for him. He hadn't known before that anyone else was fascinated with railroads as he was. Becoming interested in photography also, he acquired his first camera, an Eastman Vest Pocket, size 127. Later he got an Eastman Special, size 116, and then a Graflex, and began to do his own developing, printing, and enlarging.

"Good photos, I've discovered, are made in the darkroom," he says, "where steps can be taken to overcome an unfavorable exposure during the taking of the picture."

Soon he was selling sets of eight 5x7's for a dollar a set. He was so fussy about washing his prints that to this day none of those he still has on hand show the slightest trace of turning brown due to insufficient washing or fixing. His washer was attached to the kitchen faucet. His father once remarked that if Bill's photographic business got any bigger he'd have to buy the city water works to remain solvent.

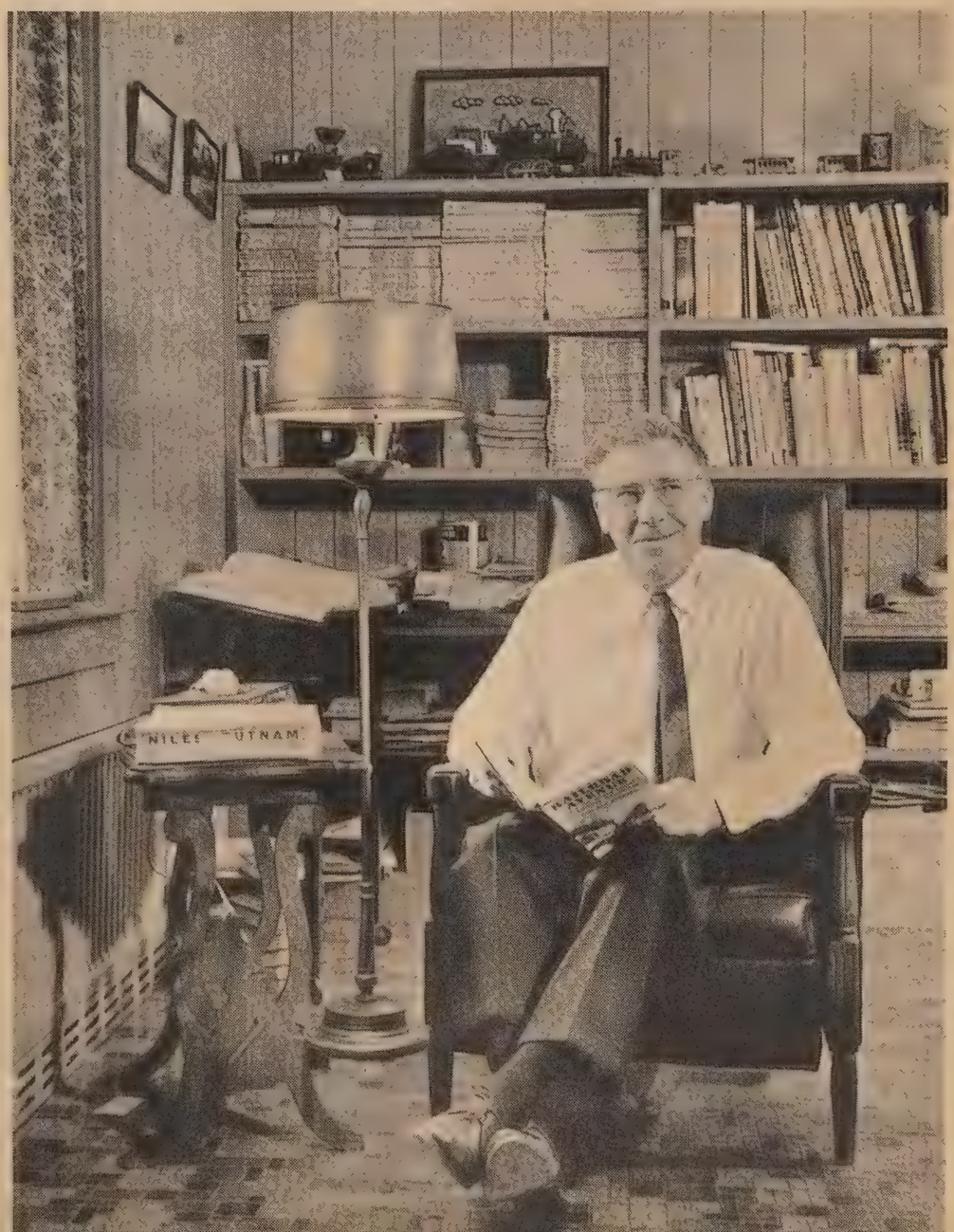
Back in the 1930's our magazine carried many Colorado narrow-gage features, mostly written by Gilbert A. Lathrop, which prompted Bill Moedinger later on to supply *Trains* with articles and photos telling the story of Cumbres Pass, the Silverton line, and the Rio Grande Southern. All this material started a migration of railfans to Colorado.

In the summer of 1934 Bill headed for the West Coast in a battered old Ford coupe with John H. Doll of Manchester, Pa. While going over the mountains their car had radiator and fender

The rear platform of the parlor car *Durango* on the *San Juan Express*, 1942.
Photo by William M. Moedinger

Photograph by Jon W. Simpson

Bill relaxing amid his railroadiana. Note old *Railroad Magazines* on shelves.



Linn Moedinger's creative talents are expressed in art and photography while his mother Marion's are displayed in their home.
Both photographs by Jon W. Simpson

trouble and lost an exhaust pipe. ("Next time," a billboard stated, "take the train!") Awaking at 4 o'clock one morning in a run-down Oregon hotel, they abruptly set out for Colorado to photograph the Rio Grande narrow-gage.

Upon graduating from Franklin and Marshall College, the subject of this sketch received a gift of the 8mm movie camera he has been using ever since. He went to Oregon and spent that summer working in a sawmill. Returning home, he put in eight fruitless years at his father's stone business. Then in the spring of 1944 he hired out to the Pullman Company as a conductor and he stayed with them until June, 1956, meanwhile traveling well over 1,040,000 miles on the job—"a million-mile vacation," he called it.

Although he belonged to the Philadelphia District, by bucking the extra list and taking temporary transfers to other districts now and then, he was able to roam the entire country many times. Just after World War II, when "the boys" were coming home, troop-train business loomed large in Pullman work.

"Three weeks on the road," Bill recalls, "was customary rather than the exception. Sometimes when we conductors ran out of clean clothes we had to feign illness in order to get a pass to our home district. The problem of soiled clothing also could become embarrassing when you were assigned to a 'line' train. The blue shirts permissible on troop runs were not allowed on smart passenger consists. Being thrown into regular service on long trips soon depleted your stock of white shirts. The average troop assignment usually developed into an 8,000- or 9,000-mile trip before returning to your home base. Sometimes you'd accumulate as much as 11,000 miles.

"Freight crews operated many troop trains, with a caboose hung on the rear. I don't know how many thousands of miles I rode in cabooses behind the sleepers, usually at the freight conductor's invitation 'for a better view of the train.' I also traveled thousands of miles in engine cabs."

One night on the *Pittsburgh Night Express* a passenger told him: "I've been riding this train between Philadelphia and Pittsburgh once a week for the past ten years but have never seen Horseshoe Curve. Do me a favor, please! Wake me up when we go around it tonight," and Bill Moedinger did.

An awkward situation came up on the *Spirit of St. Louis*. At that time the *Spirit* was all-Pullman. When it stopped at Indianapolis one evening a single passenger got on, although Bill's train diagram called for 22 boarding it there. In those happy days passenger trains were running full. During the next half-hour he sold the remaining 21 spaces, transferring men and women from lower-priced accommodations to bedrooms, compartments, and drawing rooms.

Just before the *Spirit* reached Richmond, Ind., it was sidetracked for a passenger extra—a coach and a K-4, which shot by like a bat out of you know where. When Bill's train pulled into Richmond he faced the same 21 persons whose reservations he had sold to other passengers! All but one of the people involved took the news gracefully, the exception being a man obliged to sleep in an upper berth instead of occupying the space he had originally ordered and paid for.

Bill didn't sleep that night. Neither did the disgruntled customer, who sat in the lounge car glaring at the Pullman conductor working on the detailed reports for which the company was famous. Of course, refunds were issued to make up the diffrence between the spaces ordered and those occupied.

Eleven years ago, when the Pennsy ended its parlor contract with Pullman, taking four jobs away from the Philadelphia District, Bill saw "the hand writing on the wall" and quit. His last Pullman-conductor trip was partway over the Lehigh Valley. Today the Valley doesn't run a single passenger train.

Meanwhile, on his 1949 vacation, he went to Colorado by motorcycle. He was halted by a section of track inundated by the Gunnison River where a rock slide had created a dam, diverting water over the D&RGW rails in the Black Canyon. It was not deep, however; so he pushed on. A sudden jolt tore his suitcase from his motorcycle and sent it floating down the current. But a quarter-mile downstream, rocks snagged the bag and he recovered it, and slogged ahead.

Later, his motorcycle's front wheel became wedged so tightly in a U-shaped trough between the ties that Bill could not extricate it. Thereupon he hiked five miles to the nearest

Denver & Rio Grande train at Pagosa Junction in 1933. The rare combination coach-caboose was used because of steep terrain.
Photograph by William M. Moedinger

Bill took this photo in 1941 of the Montpelier & Wells River Railroad. The engine was orignally from the Boston & Maine.

Linn W. Moedinger

"This is the most unphotogenic passenger train I ever saw, with a low profile rail car for a coach," says Bill who made this Susquehanna & New York shot in 1941. The line was abandoned the next year, a casualty of war scrap prices.

town, Sapinero, and paid a stranger $5 to walk back with him to help release the vehicle.

"Every now and then," says John D. Denney, Jr., who has known him for about 25 years, "although Bill lives in a beautifully restored home of the Colonial period, he heeds the call of the Rockies and heads west."

Some years ago our subject sat in John's insurance office in Columbia, Pa., and tried to talk his friend into joining a group that planned to invest in a broken-down, little, weed-grown railroad that ran between Strasburg and Leaman Place; but John demurred, "You can't do anything with that streak of rust."

But events proved otherwise. Since 1958 Bill's life has revolved pretty much around the Strasburg Rail Road. He says wryly: "What used to be purely a hobby is now a business and not nearly as much fun."

Bill and his wife, Marian, a lovely green-eyed strawberry blonde, own the Strasburg's gift and souvenir shop, often assisted by their son, Linn W., who likes trains and is a pen-and-ink and watercolor artist. Besides running the gift shop, Marian is secretary of the railroad corporation.

"My connection with the Strasburg is mostly in public relations and advertising," Bill says. "We depend a lot on the tourists who visit Lancaster County to see the Amish folk and their old-fashioned form of life. At least half the farms along our right-of-way belong to these industrious and very religious people.

"My chores include answering a lot of mail, particularly letters from railfans, who as a whole are rather considerate. Some make unfair demands. Occasionally one will send a curt little note requesting a complete set of photos of Strasburg motive power from the time the road began operating, preferably 8x10's.

"Of the 197,000 riders who bought tickets last year, I estimate that not more than 10 percent were railfans. We've had a few attempts at theft and vandalism, but our facilities are pretty well guarded not only by local police but also by men living near the premises. Our voluminous annual report to the ICC is exactly the same as the one submitted by Class 1 roads except that our figures are very much smaller."

According to Benjamin F. G. Kline, Jr., who has worked for the Strasburg as flagman, fireman, and engineer, Bill is a hard man to know. "He does not accept friendship readily but waits until he is sure it is warranted. After that, you wouldn't want a finer person to associate with. He is a good writer and historian and a competent photographer. His photos have no blurred backgrounds, no clipped views of engines, no elaborate framing of subject matter."

Says Eugene H. Steffy, a Pennsy engineman: "I would call Bill a loner. He has pursued his hobby diligently, acquiring considerable rail lore mostly while traveling alone."

In the early days of railfan ownership of the Strasburg, volunteers did practically all the work themselves, using a Plymouth engine as motive power. They had just acquired their first caboose, an old Pennsy four-wheeler. After spending many nights, sometimes close to midnight, to get it in shape, Bill as the engineer took the hack on its first Strasburg run. But when he was putting away the engine at the end of her run, he apparently forgot about the caboose, shore off its cupola, and brought down the east wall of the enginehouse. Being an all-round carpenter, Ben Kline repaired the damage.

Says he: "I'll never forget jacking up the enginehouse roof and building new sides for the cupola on a cold windy day."

Bill is 5 feet 8, has keen blue eyes and graying hair somewhat longer than a crew cut. He's been wearing the same

Three popular members of the Moedinger family: Barney, Winifred, and Bill.

A smooth-riding Conestoga Traction Company car Bill photographed in Leola, Pa.

style shoes for the past 20 years, is proud of his 25-year pin of the National Railway Historical Society, and is past president of the Society's Lancaster Chapter. Jim Shuman, Pennsy freight agent at Columbia, traces that chapter back to the Lancaster Railway & Locomotive Historical Society which in 1935 united with another group to form the NRHS.

"Five of us started the original club," he says. "Bill came in soon afterward."

Marian finds her husband "rather easy to cook for because he eats almost anything, although he is fussy about getting meals on time and he almost invariably refuses dessert."

Bill gives a lot of time to the vegetable garden on his 75-acre farm at 1835 Pioneer Road, Lancaster, Pa. 17602, which supplies food for the family table, but that's about all the exercise he ever gets. He eats heartily, is very fond of pork and sauerkraut, ham with cabbage, and beef with turnips.

"I used to smoke two or three packs of cigarettes a day, with an occasional cigar or pipe," he tells us, "but tobacco wasn't doing my health any good, so three years ago I gave it up completely."

The roster of domestic animals on the Moedinger farm includes many cats, all but one living in the barn to control the rat population. Among the personal pets are a Manx cat named Winifred and a huge St. Bernard dog, Barney. Outside are squirrels, rabbits, pheasants, and woodchucks. And, of course, there are cows; Barney helps to drive them into the barn each evening at milking time.

"I used to go hunting," Bill reminisces, "but now I'd rather preserve wildlife, especially since much of it is being killed on the highways."

When Bill started dating Marian in 1944 he avoided all mention of railroads. At length he began referring to them casually. Marian asked why he had made such a secret of his hobby at first.

"Because," he replied, "I was afraid that too much talk about trains would scare you off."

According to Marian: "He deplores the common tendency to distort facts and dates, which he terms 'tampering with history.' If there is anything Bill wants out of life it is to be remembered as one who did the job right, whatever it was. Once he drove all the way down to Washington to the Library of Congress to verify a date in an article he was preparing. I think that went too far."

Among Bill's pet peeves are railroad managements which deliberately downgrade passenger trains in order to hasten the abandonment of service. Unlike most fans, No. 56 has never been much of a collector of railroadiana—or of anything else, for that matter—aside from the 8mm railroad movies he has been taking since 1935. He enjoys both *Railroad Magazine* and *Trains* and has contributed to both.

"I like *Railroad's* human approach," he says, "especially its fiction stories."

His wife tells us: "Getting advance information out of Bill is like pulling teeth. Years ago, when working for Pullman, he did not mention vacation plans on a certain occasion until the night before. Then he said suddenly: 'Start packing! We're going to Colorado, leaving at 4 a.m. tomorrow.' After our luggage had been stowed away in the car, he appeared with two saws and a shovel. Those tools, I learned later, were to dig out a whistle post from the right-of-way of the Rio Grande Southern, which was then being dismantled, and to cut a tie in half so as to fit it in the car. That tie today is a handsome table which Bill made in his woodworking shop. He seems to have inherited his grandfather's skill at cabinetmaking."

In 1946 Lucius Beebe was getting up his book *Mixed Trains Daily* and wrote to "half a dozen of the really top-drawer train photographers," as he put it, such men as Dick Kindig, Jerry Best, and William Moedinger, for pictures to illustrate it; and Bill is still proud of that accolade.

He is also proud of the preface to George W. Hilton's *Ma and Pa* book in which the author said he first learned of the Maryland & Pennsylvania Railroad from an article written by Bill Moedinger some 22 years earlier. What pleased Bill even more was Dr. Hilton's reaction to his first actual visit to the road itself: "I found it all that Moedinger's article had led me to expect."

Says Bill: "The Golden Era of railroading is gone. If my name can be entered on the pages of history as one who helped to preserve that wonderful era for posterity, I will feel that my span on earth was not in vain." ●

Photo by William A. Moedinger

Old days at Trout Lake, Colo., on the Rio Grande Southern Railroad.

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

INFORMATION BOOTH

1 ***(a) If steam locomotives were still being used on all Class 1 roads, would they be banned in the near future because of air pollution? (b) Do you think present-day steam operation on tourist shortlines will be banned eventually for the same reason?***

(a) Yes, in many densely populated areas but probably not in all of them and certainly not in the "wide open spaces." Official action against befouling the air we breathe is being taken very slowly and to a very limited degree. The worst offenders are, of course, big industries, automobiles, the incinerators in apartment houses, jet planes, and cigarette smoking. Diesel locomotives, because of their poisonous exhaust, are also a health hazard, especially to the men who operate them. Most European railways prefer electric power.

If America's oil industry weren't so rich and influential, it is likely that electrically-powered automobiles would gradually replace the present highway vehicles, which are deadly even to roadside plant life. As Steve Maguire's department has often pointed out, the conversion of city and interurban rapid-transit lines to buses was a major step *backward* in the fight against air pollution.

(b) No, because those railroads are short, own relatively few steam engines, and are located in rural areas, far from large population centers.

2 ***Did Bill Knapke ever finish the caboose book he was writing?***

Yes. Golden West Books will publish it next fall. Meanwhile, you may want to greet William F. Knapke on his 97th birthday this July 13th. He lives at 3831 East Flower Ave., Tucson, Arizona 85716. Bill began his long and colorful rail career as a boomer, retired as a Southern Pacific conductor. Freeman Hubbard helped him with the caboose book and Dave Morgan of *Trains* magazine wrote the introduction.

3 ***Where can I get the latest info. on railroad retirement benefits?***

Send a dime to Superintendent of Documents, U.S. Govt. Printing Office, Washington, D.C. 20402, for a booklet, Form IB-2, *Benefits for Railroad Workers and Their Families.*

4 ***What is the total mileage of U.S. railroads? How many communities do they serve? How many locomotives do they own? How many freight trains do they operate daily?***

212,000. 45,000. 30,000. 10,000 plus.

5 ***When you printed "The Little Red Caboose Behind the Train" last month you said there was another poem with the same title. Do you have its words also?***

Yes, it is really a folksong, author unknown, and was sung to the tune of "The Little Old Sod Shanty on the Claim" or the hymn "The Lily of the Valley." Here are the words:

O, I'm a jolly railroad boy, and braking is my trade,
As I run upon the road each day and night;
Throwing switches, making fly-stops, as along the road I go,
Taking care to see the train is made up right;
O, yes, we're always ready, whene'er we're called to go,
Either in the sunshine or the rain,
And you'll always find a jolly crew, if you'll only come and see,
In the little red caboose behind the train.

Chorus

O, the brake-wheel's old and rusty, the shoes are old and worn,
And she's loaded down with link and pin and chain,
And there's danger all around us as we try to pound our ear
In the little red caboose behind the train.

One red light we hang upon each side; another on behind,
As day goes by and night comes stealing on;
And you bet the boy that rides ahead, he keeps it in his mind,
For to see that all the train is coming on;
And when we're near the station we're startled from our thoughts,
By the sound of the whistle's thrilling scream;
Then we skip out on the hurricane deck and leave our car behind,
That little red caboose behind the train.

There was also a third version of "The Little Red Caboose Behind the Train" according to retired SP locomotive engineer A.M. Sayre, Box 155, Wheeler, Ore. 97147, which began somewhat like this, "Bill Jackson was a brakeman on No. 51," and included the line "Ed Mendenhall was engineer that night." Maybe some reader can supply the words to this one.

6 ***Please define "team track."***

A designated track on which cars are placed for loading onto drays or trucks, so named because in the old days teams of horses pulled the drays. This track was located for easy access to the highway vehicles.

7 ***Explain 19Y and 19R train orders.***

We asked William F. Knapke. He writes: "Your query is too deep for me. I have been a conductor on six different railroads and while I am familiar with 19 orders I have never seen the designations you mention. Some roads deviate from standard rules under such conditions; this is probably the case with 19R and 19Y.

"A 19 form order is used to help an inferior train. Let's take an east-west division with sidings named A to Z. If A is the western terminal, westward trains are superior by direction. The dispatcher makes a meet between two extras at L. Later, because of delay to the westward extra, he finds that he can advance the eastward extra one more station; so he issues an order changing the meet from L to M.

"The order to the eastward extra will be a 19; the order to the westward extra will be a 31 form. (In automatic block signal territory, 19's would be hooped up to both extras.) A 19 order does not have to be signed by the conductor; a 31 form does. In these days of almost

universal block signals and CTC, the 31 has become almost obsolete. About the only use of it now is in the event of a new timetable. Both conductors and engineers have to sign a 31 order stating that each has a copy of the new timetable, due to take effect at 12.01 on a specified date."

8 ***Which U.S. railroad carries the largest number of passengers?***

The Long Island. Last year it had 73,808,947 passengers (over 30,000 more than its closest contender, the Pennsy). Mondays through Fridays it averages 260,000 passengers a day. Saturdays, Sundays, and holidays, 75,000 a day in winter, 110,000 in summer. One out of every four rail commuters in the entire nation rides the LIRR.

Breaking down the figures: between 7 and 10 a.m. on week-days 75,000 westbound LIRR passengers pass through Jamaica, 52,000 arrive at Penn Station, 20,000 arrive at Flatbush Avenue terminal in Brooklyn, and 10,000 arrive at Hunterspoint Avenue terminal in the Borough of Queens.

LIRR schedules about 800 trains each week-day: 665 passenger trains and 135 deadheads (empties moving to terminals to begin runs, or to yards after runs). On week-ends and holidays, about 425 scheduled trains a day. Two-thirds of all trains run in electrified territory (650-volt DC third rail). Additional mileage is being electrified. According to Public Service Commission records, LIRR trains have the best on-time performance (97.1 percent) of any railroad in the New York metropolitan area. LIRR has 154 stations (34 in the city limits), over 1,200 passengers cars (252 air-conditioned), 78 diesel locos (last steamer ran in 1935), and about 6,700 employes. Unlike other roads, freight accounts for less than a sixth of its gross revenue. LIRR (chartered April 24, 1834) is the nation's oldest railroad retaining its original name. It is now state-owned but operated by its own management.

9 ***Define the term "UHF unit."***

Ultra-high frequency sound system. This device is taking over the emergency "dead man" controls on New York Central diesel locomotives.

Dead man controls are designed to stop trains automatically in the event of the death or illness of the engineer. Until now, such control has been in a foot pedal or a push button which the engineer depressed. When the pressure ceased, the train-stopping control took over.

Researchers at NYC's Cleveland Technical Center devised the new electronic-ultrasonic system for more complete protection. The device uses high-frequency sound waves which are too high to be heard by the human ear to keep track of the movements, or lack of movements, of the engineer.

When the device senses no movement for more than 30 seconds, it sounds a loud alarm. If the engineer doesn't stop the alarm in 10 seconds by moving, the device starts applying the brakes.

Carolina Southern's 100, 2-6-0, was photographed at Cremo, N.C., in 1950. Maybe one of our readers can supply details supplementing our answer to question 11.
H. Reid, 8549 Wayland St., Norfolk, Va. 23503

10 ***What is a one-stop locomotive service station?***

This is a setup introduced recently at the Louisville & Nashville yards in Corbin, Ky.; Birmingham, Ala., and Nashville, Tenn., whereby up to 10 diesels can receive sand, fuel, lube oil, water and suspension bearing, and journal lubrication, simultaneously, in one stop in a compact service area. The new arrangement saves time, space, and money.

Fuel, water, and lube oil pipe-lines and hoses are installed between the two tracks on a single mounting that runs the full length of the area. Pipes are nested around a steam line which prevents freezing and provides steam for engine cleaning.

Between the rails of one service track is a waist-deep pit. This provides access to engine undercarriages and to suspension bearings and journals requiring lubrication.

Key to success of the new "one-stop" service concept is the installation's unique sand-unloading, storage, and reclamation system, designed by Link-Belt Company specifically to meet L&N's requirements.

The new system—dispensing sand to as many as 10 engines from a traveling gantry—eliminates the old procedure of locating an engine beneath a hopper, giving it sand, and then moving it to allow another engine to be brought up. The new system also allows the three L&N terminals to receive bone-dry sand that can be stored a once, replacing the old system of receiving wet sand which had to be dried before storage.

Sand is delivered to a terminal in 60-ton capacity hopper cars, which are immediately side-railed over an enclosed unloading trough that leads to a high storage silo located at the extreme end of one of the traveling gantry rails.

Sand is discharged into the rectangular trough through four inlet openings. A Link-Belt screw conveyor carries it to the base of the silo, where it is transferred to an enclosed centrifugal discharge bucket conveyor.

At the roof of the silo it goes to a screw conveyor that channels it into a live storage shelf located 41 feet above the silo's floor. When the shelf reaches capacity, the sand overflows into the silo's remaining reserve storage compartment. The entire system shuts off automatically when the sand reaches a predetermined height in the silo.

L&N considers the new service facilities an important phase in a remodeling program initiated in the past two years. Sites for the three installations were chosen because they are connecting points for various trunk lines.

11 ***What can you tell me about the Carolina Southern Railway?***

This road, H. Reid tells us, was an outgrowth of late 19th century lumber lines and organized into a 3-foot-gage route of 22 miles from Ahoskie to Windsor, N.C., called the Wellington & Powellsville. It was abandoned in 1962, but the Atlantic Coast Line (now Sea-

board Coast Line) retained a small portion of it for switching purposes at Ahoskie, where there had been a connection.

"I have never satisfied myself as to the location of Powellsville in the original corporate title," Reid writes. "I suspect it may have been only a log-rafting point. In 1926 the W&P was reorganized as the Carolina Southern and standard-gaged. I have pulled spikes from ties of the narrow-gage era, where the rails had been moved over. The W&P had what may have been the only 4-4-2 narrow-gage engine ever built. The line also had another curious piece of rolling stock, a refrigerator freight car built from an interurban car.

"In steam days, the CS usually kept 3 engines. My notes show W&P had 3 in 1922, and in the early 1940's on up through the end of steam CS had a pair of 2-6-0's and an ex-Laurinburg & Southern 4-6-0. One point along the line was named Cremo for a brand of cigars that sold well in the general store there. The Carolina Southern was one of my very favorite lines. I have a movie sequence of a 4-6-0 banging along and disturbing a black hound dog's nap between the tracks. Awakened, he ambled to a grade crossing, followed by the 10-wheeler running slower than he walked."

Running Extra

As for hiring men in engine srvice today, discussed in our July issue, a Rock Island fireman comments: "Many Midwestern roads need engineers and firemen (diesel helpers). Here is a partial list of roads in this area that are hiring firemen: Rock Island (Blue Island, Peoria, and Silvis); New York Central (Western Div.); Grand Trunk Western (Battle Creek, Detroit, and Elsdon), and Illinois Central (Chicago)."

"I need info. for a history of the Delaware & Hudson Canal that extended from Honesdale, Pa., to Kingston, N.Y.," writes Kathleen Tetlow, D&H Canal Historical Society, High Falls, N.Y. 12440.

Info. on the history, ownership, and management of the old Mason City & Fort Dodge Railroad (taken over by the Chicago Great Western about 1901) is wanted by F.G. Lehman, Box 104, Thompson, Iowa.

"What was Le Chatelier Cylinder Water Brake?" asks M. Tierney, 205 Elm St., West Haven, Conn. 06516. "It was used, in addition to regular air-brake equipment, on D&RGW 4-8-4 locos numbered 1701-1715 (Baldwin, 1929), according to an item I read in *Baldwin Locomotives* magazine (July, 1930) which, however, did not describe the device."

"You said recently that a 300-car train hauled over the Pennsylvania Railroad was believed to be the longest and heaviest train in U.S. history," writes David A. Swaney, 437 Olin Ave., Girard, Pa. 16417. "Some time ago the New York Central operated a train of 152 automobile-rack cars through here with 7 or 9 diesel units that stretched out for over 3 miles. I'm not familiar with the type of equipment the Pennsy used, but if it consisted of small Jenny ore cars the train could have been heavier but might not have been longer than the Central's consist of very long rack cars."

The following partial answers to readers' questions are supplied by Hugh F. Stephens, 178 Roseland Ave., Caldwell, N.J. 07006, who has a railroad reference library. The words to *On the Dummy Line* appeared in an album of railroad songs, No. A-639, issued in 1949 by Decca Records but no longer available. The songwriter's name does not appear on the record label. Here is the song:

Across the prairie on a streak of rust
Something moves in a cloud of dust.
It crawls through the village with a wheeze and a whine;
It's the 2 o'clock flyer on the dummy line.
The dummy line, the dummy line;
Rain or shine, I'll pay the fine
Riding on the dummy, dummy line.

The Fonda, Johnstown & Gloversville, incorporated in 1867 as a steam railroad, was built from Fonda, N.Y., where it connected with the New York Central, northward to Johnstown and Gloversville, N.Y. About 1876 it was extended to Northville, N.Y., and in 1895 it perpetually leased a spur running from Gloversville to Broadalbin. Seven years later it acquired city trolley lines in Gloversville and Johnstown and interurban lines from Gloversville through Johnstown to Fonda and Tribes Hill, a New York Central station west of Amsterdam, N.Y., and lines from Amsterdam to Schenectady.

The company owned Sacandaga, a summer resort with hotels, cottages, etc. When the 1929 Depression hit, the FJ&G converted its Gloversville Belt Line trolley service to buses. In 1930 it abandoned 12 miles of rail line from Broadalbin Jct. to Northville and substituted buses and trucks. At that time the road had 7 steam locos.

The Wichita Falls & Southern Ry. was incorporated in 1907, opened in 1908, and leased in 1914 to the Katy. It functioned as part of the Katy until Feb., 1920, when it resumed a separate status. Beginning July 1, 1921, it was operated under a lease by the Wichita Falls & Southern, between New Castle and Wichita Falls, Texas, 52.36 miles, connecting with the Fort Worth & Denver City, the Gulf, Texas & Western, the Katy, and with the WF&S Railroad. Then on Aug. 10, 1927, the ICC authorized the WF&S Railroad to acquire the WF&S Ry. by buying its capital stock and leasing its properties.

The WF&S Railroad was incorporated Nov. 1, 1920, for the purpose of extending the WF&S Ry. line from New Castle to Jimkurn, Texas, 37.85 miles, with connections to the Chicago, Rock Island & Gulf, the Cisco & Northeastern, and the Wichita Falls, Ranger & Fort Worth. Besides the WF&S Ry., it leased the WFR&FW for 468.49 miles.

Soixante Cannon Ball

A jingle of World War I entitled "Soixante Cannon Ball," a parody on "The Wabash Cannon Ball," was composed by a member of the 21st Regt., U.S. Engineers, consisting mostly of railroad men from all over America, that went to France in December, 1917, and returned home in June, 1919. Since then the survivors of that regiment have been holding annual reunions. This year's will be held Oct. 5-7 in San Francisco.

The word *Soixante* refers to the track gage, 60 centimeters, not quite two feet," writes one of the veterans, Peter LaFrankie, RD 1, Elizabeth, Pa. 15037, who sends us the following:

Oh! listen to the jingle, the rumble, and the roar
As she steals along the highway rolling to the shore.
You should hear that mighty engine with a merry hobo squall
As you ride the rods and brake-beams on Soixante Cannon Ball.

You ought to see the bullets, the rations, and the hay,
We haul up *beau coup* soldiers almost every day,
Take a look at little engines and the *beau coup* cars they haul,
And you ride on the rods and brake-beams of Soixante Cannon Ball

Sergeant Hamley was our leader, the best in the engineers,
He gets the boys all started, then he never interferes;
If any one starts trouble he generally tells them all,
And he rode the rods and brake-beams of Soixante Cannon Ball.

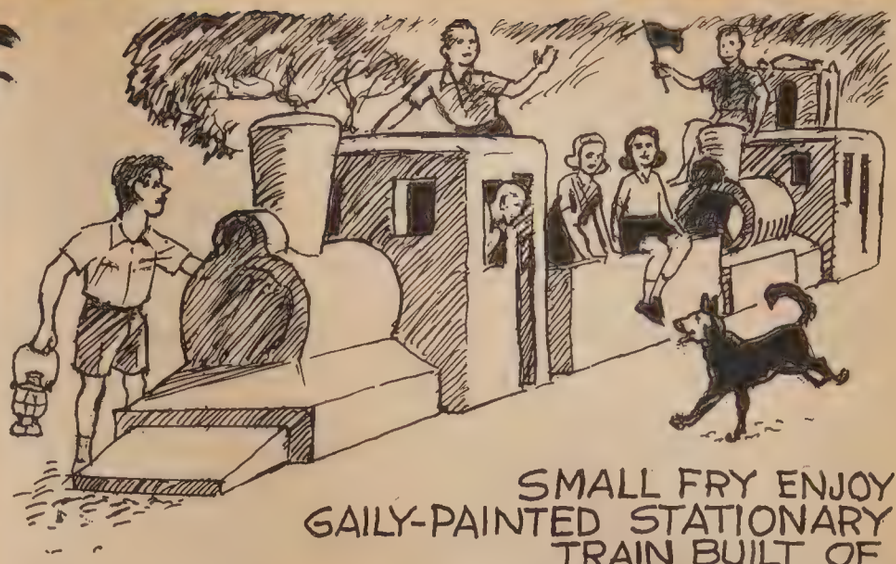
It was over in France and Belgium where the battle was going on
That I used a lot of spare time just a-thinking up this song.
I used to go to the trenches just to see the Germans fall
And I rode on the rods and brake-beams of Soixante Cannon Ball

It was the 12th day of September, when they started the Lorraine drive,
They called on the 21st Engineers and found them all alive,
We hauled up *beau coup* bullets and they certainly let them fall,
And we rode the rods and brake-beams of Soixante Cannon Ball.

ALONG THE IRON PIKE

by Joe Easley

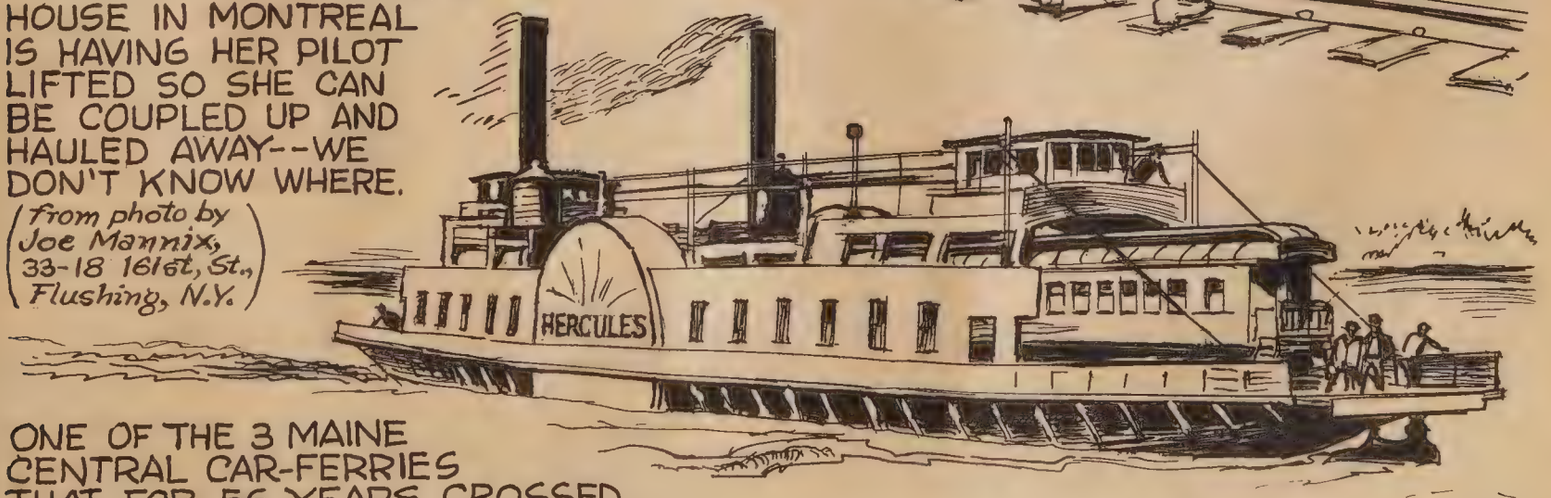
TIME STOOD STILL WHEN STARLINGS WEIGHING DOWN A MINUTE HAND STOPPED THE MASTER CLOCK AND ALL OTHER CLOCKS IN PROVIDENCE, R. I., UNION STATION.



SMALL FRY ENJOY GAILY-PAINTED STATIONARY TRAIN BUILT OF CEMENT BLOCKS, TUBULAR SECTIONS, AND SEWER TILES AT BRIGHTON PLAYGROUND IN TONAWANDA, N.Y.

CANADIAN NATIONAL 4-4-0 AT TURCOT ENGINE-HOUSE IN MONTREAL IS HAVING HER PILOT LIFTED SO SHE CAN BE COUPLED UP AND HAULED AWAY--WE DON'T KNOW WHERE.

(from photo by Joe Mannix, 33-18 161st, St., Flushing, N.Y.)



ONE OF THE 3 MAINE CENTRAL CAR-FERRIES THAT FOR 56 YEARS CROSSED THE KENNEBEC RIVER BETWEEN BATH AND WOOLWICH, MAINE. A NEW BRIDGE ENDED THIS SERVICE IN 1927.

(from photo in collection of Harry Treat, retired MEC chief dispatcher)

Scene in Union Pacific's Omaha shops around the turn of the century: painted on boiler is 1717K, whatever that means.
All photos from Union Pacific Railroad Museum Collection

UNION PACIFIC'S HOME-BUILT ENGINES

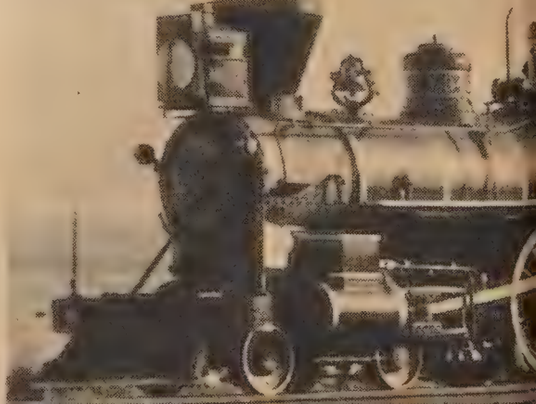
By RICHARD M. MURDOCK

ONE of the most massive railshop complexes west of Chicago began taking shape at Omaha, Nebraska, in the late 1860's while Union Pacific tracks gangs—tough, ruthless, and sex-starved—were battling stark prairie heat, mountain cold, and savage Indians, to meet eventually with equally rugged Central Pacific men in Utah at a lonely spot called Promontory.

Back in Omaha, while all this was going on, other UP workmen were making ready for the new railroad to begin operation. Among other things, they raised vast brick buildings for the manufacture of wooden-bodied freight and passenger cars, a tie-burnetizing plant, and shops which would eventually repair and rebuild hundreds of steam locomotives and completely rebuild 32 Eight-wheelers and 3 Ten-wheelers.

Some great men in the annals of motive power learned their trade, you might say, as UP shop superintendents—such men as Hinckley, Manning, McConnell, and especially Isaac H. Congdon, general master mechanic and designer of the famous smokestack that bore his name. One of the shopmen employed there was machinist Charles H. Hogan, who later became a legend by driving the New York Central's *999* to a world speed record.

Incidental to the Omaha shops was the first steam fire-engine west of the Missouri River, *Amoskeag* No. 396, pumper vintage of 1868—the year before the "wedding of the rails at Promontory—which the shopmen's own volunteer hose company used to good advantage. Those early years found grimy machinists, boilermakers, riveters, carpenters, and their helpers toiling long hours at night by the light of hundreds of pungent, smoky, flickering torches—torches capable at times of destroying property—and the hose unit had many emergency calls.



Home-built 837, renumbered 945, seen on Kansas Centennial tour.

By 1879 the adjoining 20-stall roundhouse and its turntable were kept busy indeed as the shops concentrated on maintaining power for the Kansas and Nebraska divisions but without ignoring the rest of the system. Meanwhile, an impressive table of 4-4-0's from various builders had been making history. Among them was the *General Sherman*, a Norris product numbered successively 1 and 53, that painted Sioux Indians on the warpath had tipped over in the Plum Creek raid and massacre of 1867 at the present site of Lexington, Nebraska. One of the railroaders scalped that day escaped death by what seemed to be a miracle and lived years afterward to tell the tale!

Spread of the road's operations intensified the demands made on the shopmen, who as time went on were completely rebuilding American-type woodburners that had been run constantly since the construction era, converting them to coalburners with injectors and the new Janney couplers. In time the entire 800 series of Eight-wheelers were regroomed with parts fabricated in the shops, so that only their original frames, drivers, tenders, and in some cases boilers remained in use.

Elated by their success at rebuilding, the UP motive-power officials decided to do more complete rebuilding jobs, using the original frames, drivers, and tenders but making all the other parts themselves.

And so one morning in 1886, American type 824, reconstruction No. 1, rolled through the wide doorway of the erecting shop and onto the testing track, a rebirth, with fresh paint and burnished brasswork that gleamed faintly in the pale February sun. The "baby" had 18x24" cylinders, 69" drivers, weighed 113,370 pounds with tender, and developed 15,236 pounds of tractive effort. It was a notable event. Officials, shopmen, and local newspaper reporters, bundled in overcoats, some in buffalo robes, gathered outside in biting cold weather to cheer and smile their pride and approval.

In 1887 UP rebuilt 827 with 18x24" cylinders, 16,604 lbs. tractive effort.

Then, after many comments, the railroaders went back to work, rebuilding other locomotives. That same year they outshopped two more, the 820 and 826, just like the first one, followed in 1887-'8 by 827, 828, 829 and 840, each with 18x26" cylinders and 16,604 pounds of tractive effort. All were 4-4-0's and performed well for enginemen on branch lines in Kansas and Nebraska.

Times were hard in 1891 through '94. Financial panic sweeping the nation pushed the Union Pacific and other roads into receivership, threw many thousands of good railroad men out of work, and brought on the American Railway Union walkout, sometimes called the Pullman Strike or "Debs Rebellion." But even during that dark period the Omaha shops continued to be productive, turning out 11 rebuilt Eight-wheelers, Nos. 841-851, all with 69" drivers but otherwise the same specifications as the previous lot.

On November 1st, 1897, at which is described as the world's largest auction sale, "Wall Street wizard" Edward H. Harriman bought control of the sagging UP for $57½ million. Many grim faces in the Omaha shops brightened when the news came out. After the plain-looking, bespectacled man with a walrus mustache had taken over, he visited Omaha often and in a soft, persuasive voice discussed with shop superintendents and foremen his "common standard" for interchanging locomotive parts.

His energy and his solid, constructive policies were felt almost at once the length and breadth of the vast system. Harriman had considerable money to spend and he spent it. He laid heavier rail, built cutoffs and new depots, bought badly-needed engines and rolling stock, and in many other ways modernized the Union Pacific. On May 8th, 1908, company president A. H. Mohler summed it up nicely at the dedication of the Lane Cutoff by saying, "Only Ed Harriman would spend a million on a single chunk of Nebraska."

The Union Pacific's last three home-built locomotives were the 1700 and 1701 (outshopped in 1892) and the 1702 (in 1893).

This engineering marvel slashed nearly 9 miles from the previous route, cut grades from 66 to 31.7 feet per mile in one direction and from 42 to 26.4 the other way. The mile-long fill over Big Papillion Creek valley, 65 feet high, was made by dumping earth like a cascade from a temporary trestle, creating a more efficient pathway for engines and trains.

During the 22 years from 1886 to 1908 the UP rebuilt an average of one locomotive per year. All were 4-4-0's with pretty much the same specifications. But four were larger: the 888, built in 1892; the 889 in '95, the 890 in '97, and the 891 in '98. These four had 19x24" cylinders and rated 19,210 pounds of tractive effort. All were sold in 1913 to the Los Angeles & Salt Lake Railroad, which renumbered them 1058-1061 and finally junked them in 1922, about the time big power was nosing out old American types.

But getting back to Harriman, the Omaha shops flourished under his guidance and built their last three home-made engines, all 4-6-0's, a type that had been doing well for the UP in all classes of service since 1880. First, the 1700 and 1701 in 1892 and then No. 1702 the following year.

These engines had 20x24" cylinders, 51" drivers, a combined engine and tender weight of 244,333 pounds, and a boiler pressure of 165 pounds per square inch, with fireboxes above instead of between the frames, Stephenson valve gear, and new gravity-type sanding devices.

By 1908 the UP was constructing McKeen motor cars, a fact that undoubtedly helped to end the home-building of steamers, for Ed Harriman backed the new type of equipment and soon McKeen opened his own factory near one of the old UP car shops.

The home-built steamers continued to run, however, and in 1915, during a system-wide change-over, were renumbered to the 900 series. No. 837 became 945. Eleven years later, spruced up for the Kansas Centennial and given a diamond stack, she pulled a string of antique wooden-bodied coaches full of celebrating passengers.

Prior to the UP's general scrapping of 4-4-0's, some were superheated and all were equipped with steel cabs. The boilers and cylinders of those on passenger runs were painted light gray. Then came the inevitable. The first Omaha-built engine, which had been greeted with exultation 37 years before, faced the acetylene torch in 1923, and the rest followed not long afterward. The last survivor, 836, slipped into oblivion without ceremony in the late 1920's.

Two world wars kept those shops rebuilding and updating the UP's vast steam fleet with the old pioneer spirit. Today modern diesels and the tools needed to keep them in operation fill the giant bays. Even so, the Omaha shops are still among the city's largest employers. But old heads recall the magic sights, sounds, and smells of the Steam Age. They cannot forget that handsome and efficient coalburners were completely rebuilt in those shops a long time ago.

Scrapped about 40 years ago: last survivor of UP's home-built loco fleet.

Trolley Museums

by Stephen D. Maguire

The restored *City of Manchester* is being operated at Seashore Trolley Museum.
Photograph by J. Sisson

ODDLY ENOUGH, the United States today has more operating trolley museums than city streetcar companies! Some years ago I envisioned a situation of this kind while I was compiling lists of municipal trolley systems, watching their number dwindle, and at the same time learning of new hobby groups which planned to build and run their own lines.

The actual mileage operated by hobbyists is still far less than the total mileage of public rapid transit routes. However, 15 museums on our hemisphere run trolleys but there are barely a dozen mass-transit operators of rail lines. Eleven of the latter are in the U.S.; the other is Canadian.

Even at that, in tabulating them I stretch a point to include the Chicago South Shore & South Bend, which is really an electric railroad developed from an interurban line and controlled by the Chesapeake & Ohio. I also go overboard by adding the two-mile transit system of Leonard's department store in Fort Worth, Texas, which uses PCC cars obtained from Washington, D.C., to carry customers into and out of its store free of charge.

Trolley-museum operation is relatively new; nearly a century ago, when the first electrically-propelled rail vehicle ran on a city street, and for a long time thereafter, probably nobody thought seriously of preserving artifacts of this form of travel. But in recent years it became apparent that the streetcar era was ending, with few remnants left to show posterity, and then the museums began to spring up.

Among the remnants are the small number of horsecars and cable cars that constitute the industry's sole exhibit in the Smithsonian Institution at Washington, D.C. In a few cases, however, streetcar companies operating until a short time ago stored several old cars in the rear of their barns and then, when they finally folded up, graciously sent their retired equipment to museums eager to preserve it.

Like the railfan movement, the trolley-museum idea originated in New England, which from time immemorial has had a passion for antiques. Though trolley fantrips were scheduled as early as 1935 over lines about to be abandoned, one such excursion in Maine turned out to be very special. I refer to the last ride over the Biddeford & Saco just before it went out of business.

The B&S had open cars for summer service and single-trucked Birneys for winter. Open car No. 31 was used on the "graveyard run." One excursionist voiced the hope that a way could be found to save this obsolete car for display and possibly for future use. I'd like to know the whole story of what happened then. Anyhow, the seed took root. A small but determined group of enthusiasts raised money to rescue the car from demolition, probably without suspecting that they had started a movement destined to spread over much of English-speaking North America and even into Great Britain, Australia, and New Zealand.

A few weeks afterward, members of the same group converged on Manches-

Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

Columbia Park's shopping center and trolley station serve the privately-owned museum railway line at Olmstead Falls in Ohio.

Columbia Park & Southwestern car 9, shown at Fitch Road terminus, is an open car acquired from Veracruz, Mexico.

Ex-CA&E car 20 is one of the five trolleys owned by RELIC at Elgin, Illinois.
Edward J. Wojtas, 6502 Parkside Dr., Tinley Park, Ill. 60477

No. 311, ex-Johnstown Traction Co., on the right-of-way of the Shade Gap Electric Railway at Orbisonia, Pa.

ter, N.H., for a fantrip over the then-outmoded Manchester Street Railway in a large car, No. 38. Nostalgia ruled. Somebody suggested that this old trolley, like the B&S car, be plucked from pending oblivion. Much talk followed. I was there at the time. It seemed to me then that the plans advanced for buying and preserving 38 were impractical.

The zealots who had acquired the 31 stored her in the abandoned old barn at Biddeford. Why, I asked myself, should they crave another car when they apparently hadn't the least notion of what to do with the first one? Besides, the Manchester line was still operating, so the 38 couldn't be regarded as a relic of a defunct railway. But they managed to get the big car and put her in the same barn to keep the 31 company.

Thus it came about that two New England vehicles were obtained for what later turned out to be the world's first operating trolley museum. The early efforts were fumbling, and war slowed them down. But gradually the Seashore Trolley Museum, with the 31 and the 38, took shape and acquired 5 miles of the abandoned Atlantic Shore Line right-of-way between Biddeford and Kennebunkport, Maine, for its contemplated operation.

Next year another New England group, including a few "veterans" of the Maine fantrips, founded the Connecticut Electric Railway Museum with the avowed purpose of running cars in the area in which Hartford trolley service had just ended and in which the same company's New Haven rail operation appeared to be doomed. This new club bought 3 miles of unused right-of-way of the Hartford & Springfield Railway that extended eastward as a spur from the main line at Warehouse Point.

All too soon it became obvious that the Connecticut Company's rail operations in and around New Haven would give way to buses. Thereupon a third museum group, also in New England, found that a mile and a half piece of trackage, paralleling Long Island Sound between East Haven and Short Beach, Conn., was just what it needed for a proposed operation of its own. This aggregation called itself the Branford Electric Railway Association. Originally it formed part of the Electric Railroaders Association, headquartered in New York, but later was divorced from it.

In 1945, BERA was the third trolley museum to be incorporated. Two years later, on March 7th, it acquired those 3 miles of Connecticut Co. rail line, which it has been operating ever since.

Meanwhile, in 1946, a group of fans living in and around Columbus, Ohio, inspired by the goings-on in New England, had set up a two-mile museum line at Worthington in that vicinity. Their trackage is an abandoned stretch of the old Columbus, Delaware & Marion Railway. On these rails they now run both trolleys and steam-powered trains for a public that exceeds 35,000 per year.

From the spark first kindled in New England have appeared numerous additional museum lines. Nearly all use deserted rights-of-way that made construction easier. At present, none is operating more than two miles, although two own 5 miles of future track apiece and hope eventually to run cars over the entire distance. I'm referring now to the Seashore Trolley Museum in Maine and the Illinois Railway Museum at Union, Illinois.

Collapse of a quonset building at the Seashore Trolley Museum near Kennebunk, Maine, damaged some trolley car roofs. The entire structure had to be torn down.
Russell Munroe, 87 Jersey St., Marbelhead, Mass.

Open car of Connecticut Electric Railway Association runs at East Windsor, Conn.
William E. Wood, 58 Hazardville Rd., Longmeadow, Mass.

In two cases, museums operate their own Sunday and holiday passenger service over trackage that commercial railroads use for freight on week-days. This is done by arrangement with the railroad companies. The Railway Equipment Leasing & Investment Corp. operates on the Aurora, Elgin & Fox River tracks at South Elgin, Illinois, while the Texas Transportation Museum uses the rails and overhead power of Texas Transportation Co. at San Antonio.

In addition to operating trolley museums located in the United States, one is being built in Canada near Guelph, Ontario, where the Ontario Electric Railway Historical Association has laid track and acquired cars but has not yet erected overhead. This group hopes to complete its installations next year. Overseas a few such museums are springing up, including the English tramway line at Crich in Derbyshire; the one in Australia at Loftus, near Sydney, New South Wales, and the Wellington operation in New Zealand.

Ex-Illinois Terminal car 415 is operated by Illinois Ry. Museum
Photo by Edward J. Wojtas

Most museum lines are reluctant to disclose attendance figures, possibly fearing that if a good income is made known, unscrupulous persons may show up, try to take control, and turn them into commercial enterprises for selfish reasons. But an Australian outfit supplies a few figures. The South Pacific Electric Railway trolley museum at Loftus reports that during the 1965 season it had 27,000 visitors, while Crich museum, with 46,100, was the best patronized of them all; the Ohio Railway Museum had 35,000 and the one at Warehouse Point 30,000. Last year Branford had over 36,000 passengers.

The "summer" trolley is very popular, as those museums fortunate enough to own any will agree. In 1946, when New Haven's open trolleys were the last of this type to be retired, the three New England museums added greatly to their public appeal by acquiring and operating a few of them. A museum established long after the last open cars had ceased running on city lines is the Columbia Park & Southwestern at Olmsted Falls, Ohio. Its owner, Gerald E. Brookins, journeyed to Veracruz, Mexico, to buy two of the open cars in service there, took them right off the city streets, and shipped them to Ohio. Two years later, the Texas Transportation Museum did likewise with one such car, which it is now using in San Antonio.

Thus Veracruz's loss is the U.S. trolley museums' gain.

Probably the largest purchase of open cars took place in 1965 when a group of operating museums banded together to buy a dozen of them from the Brazilian system in Rio de Janeiro which was folding up that year. Six museums thus acquired from one to three such cars apiece. Already three of the cars from Rio have been restored and placed in U.S. museum service.

Following is a list of museum streetcar lines now functioning. (Several others, in various stages of construction, will be included in a future listing.) Most of the lines mentioned here run only on week-ends and holidays during the tourist season. Daily operation is found at Branford, Seashore, and Ghost Town. The last-named is the only one of the lot that doesn't use trolley wire.

California

BAY AREA ELECTRIC RAILROAD ASSN. operates one mile at Rio Vista Jct. in Solano County near Fairfield. Has over 20 trolleys, some from San Francisco, Key System, and Sacramento Northern. Line is reached from state road 12 out of Fairfield. It is located where the road crosses SN's Montezuma branch.

Action at "Trolley Town, U.S.A." (Seashore Electric Railway). (Below) William Lamb, powerhouse superintendent, repairs a trolley pole. (Right) Barbara Heard, Radcliffe College grad, besides being tourist guide and chief cook for the Kennebunk setup, has been known to scrape the paint from old streetcars and handle many other such chores.

GHOST TOWN & CALICO RY. runs battery-powered ex-San Francisco cable cars and steam trains regularly at Knott's Berry Farm and Ghost Town in Buena Park. Located on highway 39 two miles south of Santa Ana Freeway.

ORANGE EMPIRE TROLLEY MUSEUM has 65 trolleys and uses one mile of track at South A Street in Perris. Sunday only, except July-Sept., when hot weather causes operation to suspend.

Connecticut

BRANFORD TROLLEY MUSEUM has more than 50 cars. Runs over former Conn. Co. trackage between East Haven and Short Beach, with two trestles en route. Reached by bus from New Haven, stopping at The Green in East Haven, or by Conn. Turnpike at exit 51 eastbound or 54 westbound. Daily operation in July and Aug., week-ends other months, April to Nov.

CONNECTICUT ELECTRIC RY. has 30 trolleys and 3 steam engines on 2-mile track at Warehouse Point. Operates week-ends and holidays, April to Dec. Steam runs on Saturdays all summer. Leave Interstate highway 91 at Route 140 exit and drive east ½-mile on 140.

Illinois

ILLINOIS RAILWAY MUSEUM has 20 trolleys, 4 trolley buses and 3 steam engines on one mile of track of former Elgin & Belvidere Ry. at Union. Future plans call for extension of several miles. For info. contact the museum at Box 165, Union, Ill. 60180.

RAILWAY EQUIPMENT LEASING & INVESTMENT CORP. (RELIC) has 5 trolleys on 1½ miles of re-electrified track of Aurora, Elgin & Fox River freight line at South Elgin.

Maine

SEASHORE TROLLEY MUSEUM, oldest and largest of them all, boasts more than 80 trolleys, some from overseas. Operates one mile at Kennebunkport along former Atlantic Shore Line Ry. right-of-way, of which the museum owns 5 miles. Week-end operation, May to Oct., plus daily service from late June to Labor Day. Reached by turning east off Route 1 on Log Cabin Road about 2 miles north of Kennebunk.

Ohio

COLUMBIA PARK & SOUTHWESTERN RY. ("Trolleyville, U.S.A."). This 2-mile, privately-owned, museum line in Olmsted Falls has 22 city and interurban cars, including 2 open cars from Mexico. Operates week-ends and holidays, May thru Oct. Line is located in Columbia Park mobile home area 15 miles southwest of Cleveland on highway 252, midway between exits 9 and 10 of Ohio Turnpike.

OHIO RAILWAY MUSEUM has 1½ miles of track at Worthington, just north of Columbus city line. Has 10 city and interurban cars and 2 steam engines. Recently built new trestle over highway 161, connecting two formerly isolated portions of old Columbus, Delaware & Marion right-of-way. Operated Sundays, May to Oct., with steam every third Sunday. Reached by north High Street bus. Motorists turn north off route 161 in Worthington at Proprietor's Road.

Oregon

GLENWOOD ELECTRIC RAILWAY, one mile, with 3 trolleys. Operates week-ends and holidays from Memorial Day to Thanksgiving. Greyhound bus stops at Glenwood Jct. Motorists drive west from Glenwood on highway 6, turning right on wide dirt road between mileposts 38 and 37. Trolley park is one mile down.

Pennsylvania

ARDEN TROLLEY MUSEUM has ½-mile of track on former Pittsburgh Rys. interurban line to Washington, Pa., with 10 trolleys and one steam loco. Operates Sundays and holidays, May thru Oct. Washington City Lines bus serves the general area, not far from Arden racetrack and about 2 miles north of Washington, near North Main Street extension.

MAGEE TRANSPORTATION MUSEUM now has short operating trackage which will soon be extended to 2-mile loop on land adjacent to Interstate 80 near Bloomsburg exit. Owns 8 trolleys, with ex-Rio open cars running week-ends. Reached from Interstate 80 at Bloomsburg. Museum is on north side of highway east of interchange.

SHADE GAP ELECTRIC RY. is 1½-mile line along abandoned Shade Gap branch of East Broad Top Railroad. Runs Saturdays and Sundays, June to Sept., when EBT seam trains run. Has 7 trolleys, with Johnstown car and Rio open type generally used. Reached from Penna. Turnpike exits at Willow Hill or Fort Littleton via route 522 north from Shade Gap to Orbisonia, where both the trolley line and EBT narrow-gage steam railroad are located.

Texas

TEXAS TRANSPORTATION MUSEUM at San Antonio operates one mile over track of Texas Transportation Co. electric switching line, using open trolley and a tank steam engine. Runs occasionally on Saturdays in city of San Antonio. ●

Photograph by Edward J. Wojtas

Passengers board the former Illinois Terminal car 415 at Illinois Railway Museum.

Steve Maguire's
TRANSIT TOPICS

Milwaukee, Wis., about 1900, showing trolleys Nos. 266 and 135 at corner of Plankington Street and Grand Avenue.
Collection of Russ Porter, 1701 S. 91st St., West Allis, Wis. 53214

CHICAGO will soon have two more rapid transit lines—running on median strips of its expressways—thanks to Federal approval of over $45 million in grants to pay most of the cost. Last May, we said application for the funds was being made. Prompt approval by the Housing & Urban Development department under its Mass Transportation program shows how effectively Chicago Transit Authority has acted.

Stephen D. Maguire

One new route will extend 9.5 miles, leaving the CTA tracks near 17th Street and running south in the Dan Ryan Expressway median strip to a new terminal near 95th Street, with 9 way stations. The other will leave CTA's west-northwest rapid transit line at Logan Square and cover 5.2 miles along the median strip of John F. Kennedy Expressway to a terminal at the Milwaukee Avenue station of Chicago & North Western Railway.

Chicago got the grant easily, due to wise foresight by the planners of its expressway system. Anticipating rapid transit needs at the outset, those planners had bought enough right-of-way for the expressways to accommodate the rail lines which they knew would have to be built eventually. They also arranged for the construction of bridge spans and supports for the rail lines. We commend them.

BIG headache for the Chicago South Shore & South Bend! Shortly after 7 p.m. the other day an interurban car eastbound into South Bend, Ind., with 52 commuters aboard, had left the Hudson Lake station, some 3 miles west of the city, when it lost its brakes and power, and rolled out of control on the downgrade into city streets, striking and pushing aside six automobiles. Finally, at about 30 miles per hour, it barged into the East LaSalle Avenue yard, climbed over a bumping block with a violent thud, and was stopped by hitting a building behind the yard, reports a South Bend reader, William Jaroszewski, 2123 West Roger Road.

Fortunately, only two passengers were hurt. But motorman Lloyd H. Powers fell out just before his car hit the bumper and was seriously injured. Considering that the runaway sped over the single track with no lights, whistle,

Clayton Nairne, pres., N.O. Public Service; Barbara Bollinger (Miss New Orleans), and Jim Maumbourg, conductor, help to dedicate the 1906 vintage restoration of 'Streetcar Named *Desire*," in the city's picturesque French Quarter.
Roy Trahan, New Orleans, La.

or warning, we are surprised that so little damage was done.

A week later a similar accident happened in South Bend! At 3 a.m. an eastbound single-car train lost its air brakes at the College Street crossing as it was rumbling along LaSalle Street. It went on through the city with motors reversed, slowing down momentarily at the busy Michigan Street intersection but gathering speed immediately afterward on the downhill track into the yard and breaking the bumper at the end of track. At length it was stopped by slamming into a pole and a mound of earth a short distance behind the very building which the other train had hit a week before. This time, no casualties.

According to James B. McCaney, Jr., president of the South Shore line, there have been only two other brake failures in CSS&SB history. However, to prevent any recurrence of this phenomena, every future train on the road will consist of not less than two cars, each car having its own brakes. In case of one failure, the other will take over. As we mentioned last month, McCaney has stated that although he knows the line's 40-year-old interurban cars were antiquated, he does not have money to replace them. Apparently the Chesapeake & Ohio Railway, which now controls the line, is unwilling to buy new equipment and might even welcome the end of this unprofitable passenger business.

A MILE AND A HALF of the right-of-way of the former Ardmore trolley line of Philadelphia Transportation Co. has been paved over at $100,000 cost. PSTC buses are now using it on their runs between 69th Street terminal and Ardmore. The PSTC president, Merritt H. Taylor, seems to be convinced that he has finally found the key to eliminating the rail lines that he dislikes because they cost more to run than buses. He figures that a bus costs 71.5 cents a mile as against $1.34 for a trolley. Not included in the figure, of course, are such items as relative rider comfort, speed, safety, or the fouling of air by motor exhausts. Referring to the Ardmore setup, Taylor says: "If it works out, we have other rail lines that operate now in the center of highways to convert."

This foxy move had been in the planning stage for quite a while. At Taylor's urging, not long ago, the Pennsylvania Legislature passed a law to facilitate it—a law giving buses at grade crossings the same priority over intersecting highways that trains and trolleys normally have. Thus his Ardmore line "stink buggies" can now speed over road crossings, but they still have to stop and wait for the gates to go up.

Since the paved right-of-way attracts highway motorists also, each intersection has been equipped with gates that can be activated only by PSTC buses holding a monopoly on the new highway right-of-way. Incidentally, these gates were bought from the North Shore interurban, after its demise in 1962, to use on the Ardmore line in anticipation of a rail abandonment that was then in the future.

Taylor also says he may have to substitute buses for high-speed trolleys on the Norristown line if economics show that the present service can't make a profit. The $950,000 subsidy from S.E. Penna. Transportation Authority, which ran out in June, effects Taylor's news releases on the trolley lines' financial problems. He says that increased labor and operating costs make it impossible to continue the trolley operation and that the only alternatives are higher fares or a subsidy.

Another reason is that both the Reading and the Pennsy get large subsidies for commuter service in the area and in part they compete with PSTC, as indicated by Taylor's remark that "if SEPTA grants subsidies to competitive rail lines and not to Red Arrow, the subsidies will be contested in court." SEPTA really wants to assist PSTC but needs a legislative appropriation to grant the necessary funds, according to William Kerrigan, 5513 Saybrook Ave., Philadelphia, Pa., and Amos Hewitt, Jr., 103 Oak Ridge Dr., New Haven, Conn., who sent us this news.

ONE of our regular readers is engaged in an ambitious project to reprint in booklet form all of this magazine's electric lines departmental text material, plus some photos, from 1940 to the present. Wilford P. Penny, 2770 S. Perry St., Denver, Colo., has been assembling it from old days when this department consisted merely of a small *Section for Juice Fans* embedded in a larger and more general area called *On the Spot*. Included, of course, is the feature department begun in 1942 under the title *Electric Lines*, later renamed *Carbarn Comment* and presently *Transit Topics*.

Wilford has compiled for us a list of all photos used in the department since 1940, broken down into states and countries. It shows we have published 2,644 different views during that time from almost all states of the Union and provinces of Canada. Most often pictured, by states, have been Pennsylvania (315), California (241), New York (220), Illinois (186), and Ohio (182).

Missing completely in photo coverage are Alaska, Idaho, New Mexico, North and South Dakota, and Wyoming, and Saskatchewan, Canada. But for a Piedmont & Northern photo-story in 1945, the Carolinas would have zeroed out too. Wilford says some readers may supply trolley views of the states not covered—except Alaska, which probably never had a streetcar.

Foreign Electric Lines

IN AUSTRALIA, the Melbourne & Metropolitan Tramways Board aims to buy 100 new European-style trams as soon as money is available, reports David R. Keenan, managing editor of *Electric Traction*, a monthly magazine, Box 1017, G.P.O., Sydney, New South Wales, Australia. A mock-up of the proposed cars is being built in the Board's Preston shops.

The Board also plans to extend its East Preston line for about one mile beyond its present terminal, to take the latter out of a congested area and to serve additional riders. That line is the main route using busy Bourke Street, on which tracks were first installed as recently as 1955. Traffic is heavy.

ONE of Argentina's last trolley systems, the municipally-operated La Plata lines, has been abandoned, laments Walter Martin of Hawthorne, N.J. According to our records this leaves only the nationalized Urquiza interurban system of suburban Buenos Aires still operating in that country, which had 7 different systems only 5 years ago.

Several traction lines still function in Brazil, mostly in the south, below Rio. However the nation's second largest city, Sao Paulo abandoned every line but one rather suddenly last January 25th, according to Allan H. Berner, 871 Aberdeen Rd., Bay Shore, N.Y 11706. Remaining line is the suburban Santo Amaro route, which uses former Broadway cars of New York's Third avenue Railway System and has considerable private right-of-way.

SOVIET RUSSIA will rely on trams increasingly for medium-sized city transport in the next few years, Novosti Press Agency announced in a recent issue of *Modern Tramway* monthly. Somewhat neglected by Russia in the past, trams will come into their own again, with production scheduled almost to double in the next 5 years. Says Novosti: "Experience has shown that, except for underground railways, nothing can compete with the tram in economy and efficiency. And construction costs of the underground make it prohibitive for all but big cities."

Underground tramways are planned for 5 cities of the USSR. In Riga, for example, engineers are working on a double-track express subway to run in shallow tunnels, surfacing at congested squares and on the city's outskirts; 34 miles of new track will be laid, 7.5 of those miles underground. A newly-built tram with body built entirely of fiberglass and other plastics is being tested in Moscow. It weighs two tons less than the conventional tram.

The Soviets have a large program of municipal track construction. Half of the existing track, some 1500 miles, will be relaid with heavy rail in the next 5 years. Nearly 900 miles of new routes will be opened, with special grooved rails laid on ferro-concrete ties and a doubling of tram speeds.

TRAMWAYS of Bangkok, Thailand, are in their last days, according to Raymond DeGroote, Jr., 6018 N. Claremont Ave., Chicago, Ill. 60645. On a recent visit to that ancient Oriental capital Ray found only 4 miles of rail service left from what once had been a 30-mile system. The remaining line is narrow-gage single trackage with many turnouts for cars passing.

Trolley Museum News

WHEN the Branford Electric Railway Assn. took over its two miles of Connecticut Co. right-of-way about 20 years ago, few persons realized that it did not have title to an 800-foot section, nor had its predecessor, the Connecticut Co. BERA *Journal* states:

"At the time our line was built in the late 1890's, Branford Electric Railway Co. was unable to obtain clear title to all land used for railway purposes, but did receive permission to build its track and operate its cars over portions of other owners' property. An 800-foot stretch of our line between Riverside curve and Stony Creek trestle was in this category. The trolley line cut through between a stone quarry north of the tracks and a stone-crushing plant and barge loading docks on the river to the south. The quarry was abandoned more than 50 years ago; the land was eventually transferred to Rock Industries, Inc., New York, which gave up unused properties about two years ago.

"We learned of the proposed property sale through Amos Hewitt, Sr., a New Haven realtor. Contact had been made with former owners several years ago, but no satisfactory arrangements could be concluded. After a long series of on-again, off-again contacts and discussions, we established our right-of-way and trolley line as the boundary between two purchasers of the former quarry property. The high ground was purchased for development while the marshland was bought by the State of Connecticut as a water-fowl refuge area. The right-of-way land itself was donated to the Association by Rock Industries.

"In the late fall of 1966, Dick Fletcher, who conducted the negotiations, was finally able to present a deed for the land to our trustees. Now we own this vital and picturesque mid-section of our line, rather than having only the right to legally defend our right to be there."

ANOTHER active operating trolley museum, Bay Area Electric Railway Assn. at Rio Vista Jct., Calif., also had real estate difficulties, recalls Addison H. Laflin, Jr., its secretary, 2119 Marin Ave., Berkeley, Calif. 94707. After losing hope for a more suitable location, it acquired its present property; but as soon as its first two cars were unloaded there Nov. 29, 1960, the Solano County Planning Commission halted further construction. A public hearing ensued, no opposition developed, and the Commission approved the project.

Less fortunate was the prior attempt to find a home for the Bay Area trolleys. In 1953, when Oakland Terminal Railroad took over Key System trackage where most of the trolleys had been stored, the group was ordered to move the cars away. The railfans found a location at Bellota, where they acquired the last 2½ miles of the Stockton Terminal & Eastern and they moved ex-Key System trolley 974 onto the land for museum purchase and named the place Traction Meadow. But they found defects in titles to some of the property. Farmers contested ownership of it and denied railfan access to car 974, even for removal. At length the museum had to yield most of the disputed acreage to the farmers. Car 974 remained on the land until last December, when it was mysteriously burned to the ground.

William E. Wood, 58 Hazardville Rd., Longmeadow, Mass.

Former Montreal Tramway "golden chariot" No. 4 passes siding on its first trip over main line of Connecticut Electric Ry. museum at Warehouse Point.

New Electric Publications

The Green Lines, by R. Willson, D. Keenan, and R. Henderson, 92 pages, 6½ x 8½", with soft cover and staple binding, was published by the Australian Electric Traction Assn., 42 Woonoona Ave., Wahroongah, New South Wales, Australia. Price to North American readers is $2.50. It covers the trolley lines in southwestern Sydney, N.S.W., from the days of steam trams through horse cars to the electrics which ran there until 1957. Included are some American-built Brill and St. Louis trolleys, about 50 photos and several maps.

Fifth edition of *Historic Cars of the Seashore Trolley Museum* is now available. This 68-page brochure, giving the museum's history, with illustrations, revised and improved from the prior publication of 1962. Front and back covers contain color scenes. Copies cost $1 each from The New England Electric Railway Historical Society, Inc., P.O. Box 220, Kennebunkport, Me. 04046. ●

MAIN-LINE RUNNER

fiction story by William J. Parry

DAWN was breaking over the Selkirk terminal of the Canadian Central, deep in the Rockies. Pale bands of light sharpened the purple outlines of snow-covered peaks and filtered through the eastern windows of Sam Owen's cottage on Railway Avenue. The old man himself was out on the road with the *Continental Limited*, holding that run by virtue of his seniority on the engineers' board. His two railroading sons, Dale and Hugh, were just beginning to wake up.

Sparrows twittered under the eaves. As soon as objects in their bedroom became discernible, the young fellows tumbled out of bed. Dale walked over to the window that looked out on the marshaling yards. For two or three minutes he stood quietly watching the signs of new-born day on mountain and valley. His brown eyes shone with excitement. Selkirk yards, stretching east and west, never failed to fascinate him. Those yellow, red, and green switch

lights resembled, to Dale's imaginative mind, the patch of garden behind his home.

Out on the rails a vast wheat movement was under way. His admiring gaze followed the swinging lanterns of switchmen as they assembled the long lines of grain cars; but his chief interest centered on Number One, the *Continental*, now moving proudly through the maze of tracks in the yard. His father, Dale knew, was handling the big 6000 locomotive, a Mountain type.

First his attentive ears had caught the long-drawn-out note of her whistle. He'd recognize that sound anywhere. It told him that Number One was speeding into town, right on the advertised. With elation the youth saw her shimmering headlight beam come into view, dance for an instant on the bedroom window, and then pick up the switchtender's highball. Two short blasts of triumph burst from the whistle's throat. The train rolled down the main stem and gradually slowed to her station stop.

These sights and sounds registered indelibly on the brain of Dale Owen. He was well aware that twenty minutes later the westbound *Continental*, with a fresh crew, would be on her way to Vancouver and the blue Pacific.

Turning to his brother, who was now fully awake, he exclaimed: "It must be wonderful to have a main-line run like Dad's!"

Hugh shot a side glance. "Dad said only last night that when you finished your apprenticeship he expected you to work at the Fort Rouge shops and qualify for machinist's papers. He wants you to—"

"Yes, yes, I know. Climb to an official's desk," Dale cut in. "That may be his idea, but it's not mine. Today I'm going to ask Old Man Robson to give me a job firing. You can be the machinist in the family—if you want to."

An hour later, after a tasty breakfast of bacon, eggs, coffee, and home-made apple pie, the two boys headed for the roundhouse and punched a time clock. Hugh went straight to his task of packing grease collars, while his brother stepped decisively through the door marked "Locomotive Foreman."

Dan Robson, fat and pudgy, with a tiny bald spot on the back of his gray head, paused in the act of sifting through his correspondence as the youth approached. His face bore a slightly puzzled expression.

"What's it this mornin', Dale?"

The engineer's elder son was not one to beat about the bush.

"Mr. Robson," he said, "I'm resigning as machinist helper and I want to start firing. I'd rather run a mechanical stoker than fool around engines with a hammer and chisel. You need firemen, don't you?"

"Ye-es." Mr. Robson rubbed his chin thoughtfully. "And we need machinist helpers, too. Roundhouse men don't grow on trees." He paused. "Does your father know about this?"

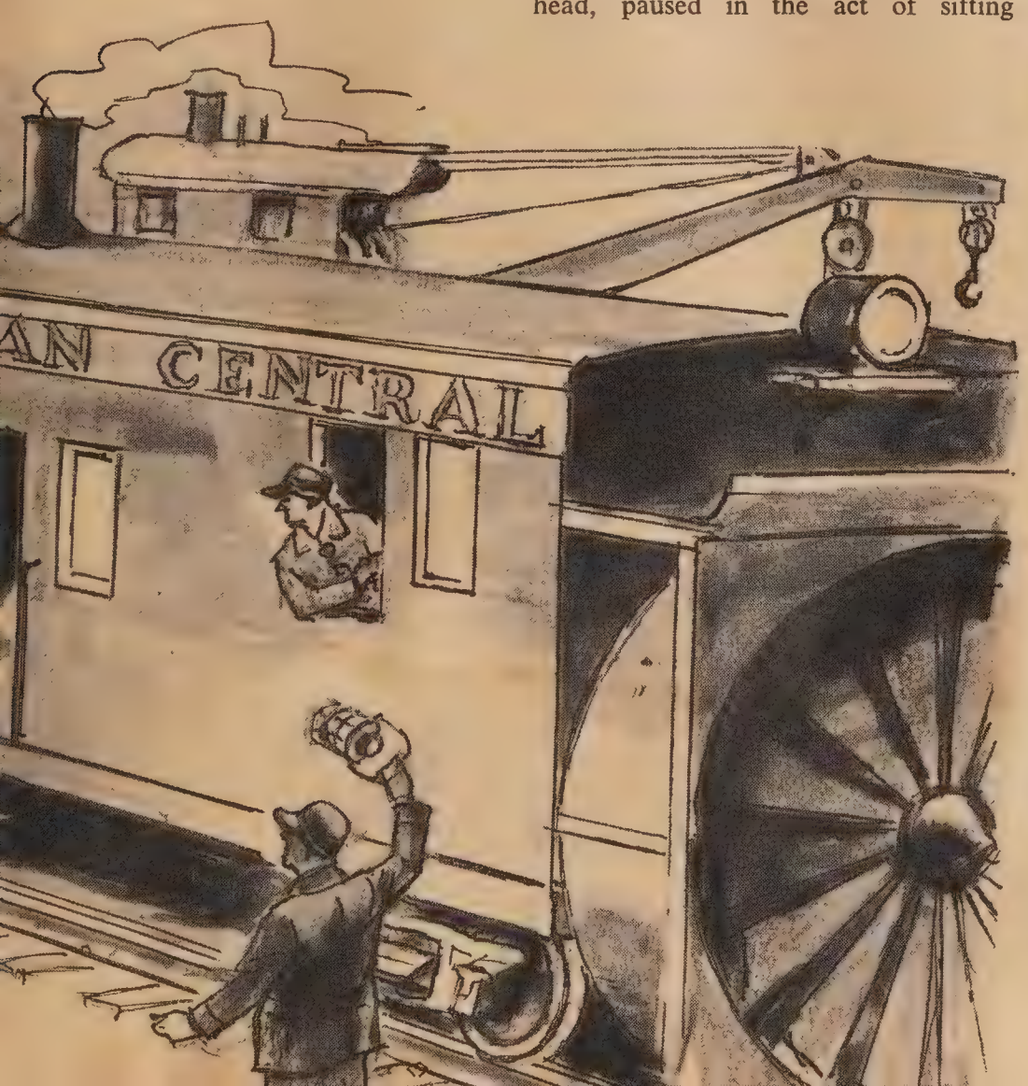
"No, sir. I don't think Dad will like it when I tell him, but I'm old enough to decide my own life."

"Hm! I guess maybe you're right."

Mr. Robson dug out an application blank and handed it to Dale.

"Fill this in, take it to the clerk, and get a student's form to ride engines and learn the stokers. I'll probably catch hell from your old man for hirin' you. Just the same, if you do as well as he's done—"

"That's a record to shoot at," Dale grinned. "Thanks, Mr. Robson. I'll take my first trip this afternoon."



HE PASSED through the door into the outer office, where the chief clerk fixed up his student papers.

That was the beginning of Dale Owen's engine service. He worked conscientiously on his student trips and was okayed by the men with whom he rode. A willingness to be shown made him popular.

The youth smiled happily as he watched the crew dispatcher chalk his name on the fireman's extra board. He was now a full-fledged fireboy, ready for any call. But three years must pass, he reflected, before he could take the engineers' examination. That was a helluva long time. Meanwhile, he'd need a lot of patience to buck the spare board and work up to a regular run.

As days and weeks passed, Dale confirmed what he'd known already, that there was no short cut to the throttle of a locomotive. Mechanical stokers had a rather disconcerting way of going haywire on the heaviest grades. On such occasions he had to grab the scoop and heave coal until his back was sore and his arms weary; but he rarely com-

plained—not even to his brother in the privacy of their own home.

"Some day," he told Hugh, "I'll be pulling passenger trains like Dad, and all this back-breaking toil will be over. When that day comes, kid, we'll celebrate. I'll take you to Vancouver and blow you to the best dinner in town."

"It's a deal," said his brother. "I only hope you don't have to wait till then to bring Dad around. He had his heart set—"

"Sure, he did, Hugh, but Dad made his own life and I'll make mine."

Coming and going at all hours of day and night, Dale seldom saw his father. Never, when they met, did the old man mention his disappointment. Sam Owen philosophized, "Nothing remains the same in this changing world," but his sons knew how he felt about the matter.

Dale's rest periods were few and far between. Even so, to him, every trip was an adventure, with problems to be met and solved. Heavy winter snows, a spell of hot spring weather, an unusual rainfall—any of these contingencies puts you on your toes. Always ahead of your train is a trackwalker covering his beat, watching for fallen rocks, while the gandy dancers are constantly struggling to build up what the elements tear down. The Canadian Central winding around curves, over bridges and culverts, through tunnels and rocks, following the turbulent rivers—Dale loved this life on the roaring road.

One fine spring day the long-awaited bulletin was posted on the notice board. Dale Owen joined the eager group milling around the board. He saw his name first on the list of firemen ordered to report to the road foreman of engines for the third-year mechanical examination.

Because of his roundhouse experience, Dale had no difficulty with the oral and written tests. Locomotive breakdowns and their quick remedies were no mystery to him, neither was the intricate working of the modern airbrake. The road foreman congratulated Dale and expressed the opinion that Old Sam had given the boy plenty of help. But Dale knew better.

A week later he wrote the "A" book of standard rules, known as "the railroaders' Bible," and enjoyed the thrill of a lifetime when his name was removed from the fireman's seniority list and placed on the engineer's. At long last, he was within sight of his cherished goal.

That night at eight o'clock the telephone jangled in the Owen cottage on Railway Avenue. The crew dispatcher was calling Dale for ten o'clock, Extra 4301 west, with a student fireman named Seely. Laying down a newspaper he had been reading, Dale accepted the call. He tried to appear calm but his pulse was beating fast. Picking up his well-filled lunch bucket, he tucked a new suit of overalls under his arm and started out.

AN HOUR later when Dale backed his powerful Santa Fe type engine down the eastbound lead of the yard and tied onto the extra, he felt vaguely uneasy. Maybe it was a hunch based on the suspicion that his fireman was not familiar with mechanical stokers.

As Dale made a standing test of the train brake in response to the car inspector's signal, the conductor, Jim Lytton, hurried up to him with the orders and flashed his lantern in the young engineer's face.

"Dale Owen, hogger, eh? And a green fireman. Well, you'll have to strut your stuff tonight, Owen. We've got a tonnage train, and Number One's right on the dot; so don't pull any boners!"

Dale suppressed a cutting retort and compared the flimsies with the clearance. Orders all there. Then he read them aloud, but they were Greek to the student fireman. One was a speed-restricting order between two points because of a recent rock slide. The next two covered meets with westbound freights at Spiral and at Clearwater, and a message not to delay either of these trains. Another warned him that Number One was on time and he had to go to Summit to clear that train, the *Continental Limited.*

Dale decided he was in a tough spot. It would have put an experienced runner on his mettle—and this was his first trip! From the caboose a lantern rose and fell, Conductor Lytton's signal to "start 'em rollin'." With a rattle of drawbars the ponderous engine took up slack. Then she surged ahead; the extra swung slowly out of Selkirk yards.

The grade to Spiral, which was not heavy, was followed by a 14-mile drop. The first meet should be easy, thought Dale. Rolling into the tangent at Spiral, he tried in vain to pick up the siding switch through the smoke pall that whipped down over the cab window.

He told his fireman to widen on the blower valve, but the blower failed to lift the smoke. When Dale started braking his train he was close to the switch, and he ran by. Fortunately, the westbound freight had not yet arrived; but by the time he had backed up and was ready to head in, the freight came pounding down the main.

Twenty minutes slipped by before he found himself in the clear and the merchandise was on its way. As Dale pulled past the station, the operator hooped up a yellow slip. The runner yanked it from the hoop, tossed the hoop back to the op, switched on the order light and read:

"Explain why you delayed extra 4304 twenty minutes. Answer at Clearwater. OD."

The young engineer nervously scribbled his alibi on the back of the manila slip. If he made another bull on the meet at Clearwater, both trains would be stuck there for Number One—and they would have to "saw" the *Continental* by. If he didn't go to Summit for the *Continental* there would be trouble.

Bouncing around the curve into Clearwater, he called to the fireman to keep a sharp eye open for the switch. But the student was having trouble with a balky stoker. Jumping over to the left side of the cab, Dale found the second section of the hotshot holding the main. The switch had been lined for the passing track and the brakeman was giving him a high sign. Dale let his engine drift into the passing track.

The operator had the east switch open and signalled a highball. Dale tossed off the message to the train dispatcher covering the delay at Spiral and hoped the operator would forget it. But alibis don't count in mountain railroading. Train-sheets must show results.

For a mile out of Clearwater the track is level, then the rails climb straight up for 22 miles to Summit. Dale had two hours to climb the grade and to clear Number One for five minutes, as required by rule. Now, 22 miles in an hour and 55 minutes is little better than a walk, yet on a grade like Summit it meant a wide-open throttle and pistons working full stroke.

HALFWAY up the grade the stoker cut capers. Dale kept his head and eased the throttle, but the green fireboy grew excited. Instead of hand-firing until the defect could be located, he tried reversing the elevators. It was no use. Not until the engineer located the block of wood in the left elevator did they get the stoker feeding coal.

During all this time, steam had fallen rapidly and the air compressor had slowed. A few more exhausts and the brakes would begin creeping on. The new fireman raced the stoker, crowding an almost dead fire with fresh coal. Dale dived for the stoker valve. Too

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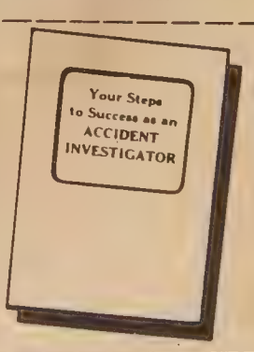

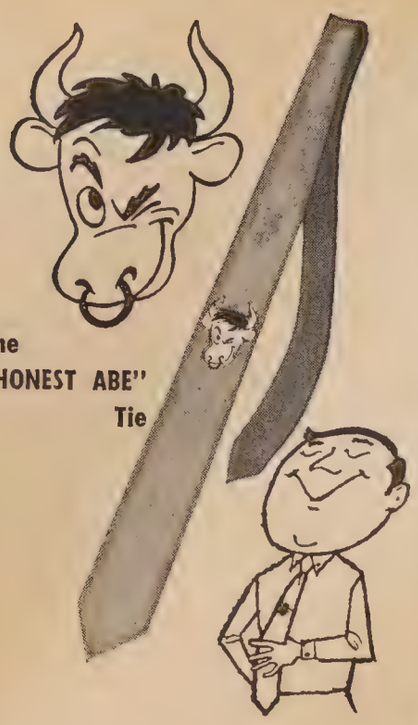

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late! For a while the big Santa Fe type engine dug in. Then with a final spasmodic grunt she gave up the ghost.

Dale told his head brakeman to walk back to the caboose and inform "the brains" they'd have to double the hill. The brakeman, muttering imprecations, grabbed his lantern and began a trek to the tail end.

Before long a lantern signal called for slack on the pin. Dale eased the slack back. Then he pulled ahead. The extra with half her train toiled up the long grade to Summit. Leaving the cars on the passing track, Dale backed down the grade for the rest of his consist.

Meanwhile, Number One, pride of the Canadian Central, had arrived at Summit. The smart-looking limited cooled her wheels for more than an hour before the extra was in the clear. As their engines passed, the young runner caught a fleeting glimpse of his father's stern face.

Dale drifted down to the water plug and spotted the large tank for water. The train-order signal displayed a red eye. Dale was wanted in the telegraph office, and read the message lying on the instrument table. His eyes widened. The chattering telegraph instruments seemed to pound at his temples as he stared at the words:

"To cond. and engr. Extra 4301 at Summit. Wire immediately cause of delay to Number One."

The message bore the super's signature. Dale was stunned. He had given his best and failed. The operator shoved a telegraph form and pencil across the table to him.

Dale tried to find an answer that might clear him. He'd often heard old-timers say the art of railroading was the shifting of responsibility. This thought left him cold. He had no alibi. His brown eyes roamed wildly. The op was seated at the key, finger poised to tap out his reply. Tonight would probably see the finish of Dale Owen as a main-line runner.

DALE returned to Selkirk the following morning, slumped heavily into his favorite chair, and stared into space with unseeing gaze. Hugh sat down beside him.

"Don't let it get you down, Dale." he said. "Everyone admits you got a tough break—everyone but Dad."

A tremor shook the tall frame. "What did Dad say?"

"You've broken his on-time record," Hugh replied quietly, "and I don't think he'll ever forgive you for it."

A flinty silence ensued. Then the older brother said: "Maybe Dad was right. Maybe I should have gone to Fort Rouge and qualified for machinist's papers. I hate to have spoiled his record."

That evening Dan Robson, the locomotive foreman, called at the cottage on Railway Avenue. He was ushered into the living-room where Dale sat brooding, and sat down. Hugh hovered around the doorway to listen in.

"I came, Dale," said the pudgy foreman, looking straight ahead, "because I had to tell you this myself. I've been instructed to take you out of main-line service."

The disgraced engineer shrugged his shoulders in feigned indifference.

"I'll have to put you on a yard goat," Mr. Robson added. "Which shift do you want—graveyard or dog watch?

"I'll take the graveyard."

"Okay, Dale. Nights it is, then."

The foreman rose and left the cottage. As the door closed dismally behind him, Hugh came in with a forced smile.

"Well, Dale, that's a better break than being taken out of service for thirty days."

The young hogger stalked out without answering. His first night running the yard goat was a nightmare, a rawhiding job. The engine shuttled back and forth endlessly over every track in the yard. Dale cursed his fate, but somehow worried through the night; and when the Rockies caught the first saffron flush of dawn he dragged his tired body back home.

For several nights the routine of events plodded along heavily like the tread of black oxen. Dale went to his yard job reluctantly; life was no longer an adventure.

Then one morning the goat worked overtime. Dale was shuffling aimlessly homeward when he passed Hugh, getting ready for the day shift at the roundhouse. Their eyes met. Dale's nerve snapped.

"Kid," he said hollowly, "it looks like I'm all washed up on the Canadian Central."

Hugh replied: "The hell you are! The Owens never were cowards. You know that! You're going to keep on fighting through."

"But I—"

"Don't say it, Dale. You can't quit now. You and I belong to the railway, just like Dad does."

"Not me, kid. I'm through."

Just then Sam Owen stalked belligerently into the room, his face flushed.

"Who's through?" he demanded.

"What's it to you?" Dale's voice was edged with bitterness. "You keep out of this, Dad!"

For a moment father and son faced each other. Hugh tried to get between them, but the old man thrust him aside.

"So—you're a quitter, eh?"

Dale glared in sullen silence.

"I never thought I'd raise a boy who couldn't take it."

Dale snarled back: "Don't tell me I can't take it. Railroading hasn't got me scared. I'm quitting to take a job where a man can make a mistake and still look his friends in the face."

"Okay, son. If you want to run away from yourself—"

"Who's running away?"

Dale took a threatening step forward and clenched his fist. Hugh caught his brother by the arm.

"Go to bed, Dale," he begged.

Dale smiled sheepishly. "I'm sorry, Dad." Slowly he turned and climbed the stairs to his room.

THAT night Dale went back to work on the yard goat. Bitterness toward his father surged through the young engineer's brain—bitterness based on the knowledge that Dad was right. He couldn't take it. He brooded over the taunt, and he resented being downgraded to work in the yard.

As days went by, the rift in the Owen family widened. Open hostility between the two men became the talk of the Selkirk Division. Summer gave way to fall, and then winter came with its blizzards and snowslides. Dale stuck to his job through the long, cold nights, while resentment smouldered in his breast. The memory of his father's words stung him like a hornet.

OPPORTUNITY knocked in the black dawn of a midwinter morning. Dale was seated at the breakfast table in the cottage on Railway Avenue, feeling logy after a hard night. Suddenly the wrecker siren sent a strident call on the frosty air. The town sprang to action.

Faces tense, Dale and his brother counted the blasts. Five of them. That meant a slide in the east. All night long a howling blizzard had been sweeping the Selkirks. Drifted snow was piled four feet deep on the level, fifteen feet in the canyon, tieing up the *Continentals* and canceling all freight. Now the brass collars were calling for the big rotary plow.

Even before the last siren blast died away, Dan Robson came panting through the storm.

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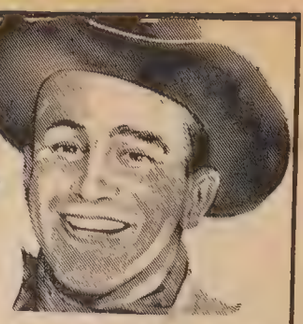

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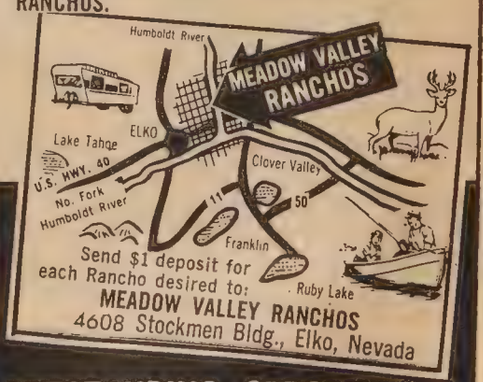

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"Dale Owen," he grunted, "want you right away! Get your overalls."

The youth gripped the locomotive foreman's arm. "Take it easy, boss. Want me for what?"

"Rotary engine. You're the only hogger available. Number One is stalled out there in the canyon, and another slide might come at any time. Let's go!"

"Number One?" Dale echoed.

"Why," said Hugh, standing beside him, "that's Dad's train!"

The three of them hurried along a deserted street. The siren rose and fell, filling railway families with terror. The unpredictable Rockies had struck again. A throng had gathered about the roundhouse—mothers, wives, and children—all asking anxious questions.

Shoving his way through the crowd, the roadmaster showed up. His face was grave and hard.

"Ready, engineer?" he snapped.

"I'm ready."

Dale swung up the gangway, plopped down on his seat and fed steam to the cylinders. The mighty engine, shoving the rotary ahead of her, moved out of the terminal. Dale waved to his brother. He was off.

The track had been plowed clean as far as Summit and the rotary made good time. As they approached the station, the roadmaster tapped Dale on the shoulder.

"Stop here," he said tersely. "We're picking up more help."

The fireman filled the tank while a gang of laborers, clad in heavy sweaters and coats, climbed aboard. Then the rotary headed for the canyon in which the train was stalled. Mile after mile slipped backward beneath the rolling wheels—an eternity of bucking a wild storm. Wind-driven snow lashed Dale's face. Its cold penetrated his damp overalls and chilled his blood.

The rotary pushing through the snow rounded a reverse curve, swung through a rock cut, and entered the canyon. Dale slowed his engine to a crawl, at length stopping a short distance from the snowbound train.

Minutes later, the plow operator signalled a highball to Dale. Grimly the engineer set to work, easing the powerful plow into the solid wall of ice and snow.

Knives roaring, nose boring in, the plow forged ahead. The crew worked tensely, each man at his post, coaxing every atom of speed from the rotary.

Hour after hour, clinging doggedly to their task, Dale and the rest of the rotary crew bored steadily forward. At irregular intervals the men staggered into the cook car to gulp scalding coffee and nourishing meat sandwiches.

Toward noon they were two-thirds through. Ominous, billowing clouds crawled across a jagged mountain face. But when the laborers quit for dinner they were only 200 feet from their goal.

By late afternoon, with victory within the railroaders' grasp, a slide began to threaten to sweep down and bury the engine of the *Continental Limited*. Dale, handling the throttle of his own locomotive and easing the rotary ahead, was startled to hear the fireman shout: "Look at that damn fool!"

HIS EYES followed the fireboy's pointing fingers. Sam Owen had clambered down the gangway of his engine and was trying to reach the plow.

Even as the oldtimer neared the plow and safety, there came a sudden harsh splitting and sliding of snow up above. The frightened shovelers jumped and ran. One of them bumped into Old Sam, who fell heavily across the rails.

Jumping from his own cab window, Dale dashed toward his father—just as the slide roared around them!

It seemed as if the whole mountainside were thundering down. But Dale managed to struggle through, kicking and digging into the slide like a maniac. He put his great shoulders against the rocks that were trapping his father. Apparently by a miracle, he dragged out the old man, pale and unconscious.

Dale held his father's head up while the old fellow gasped for breath. At that moment a couple of laborers sprang in, carried Sam back to the relief train, which had just come up, and put the veteran to bed in a Pullman. There he lay, conscious now but quiet, and too tired to talk. They gave him coffee.

"No injuries," the doctor from the relief train said after a quick examination, "but he needs plenty of sleep."

After that, the doc placed Dale in a seat, bandaged a few cuts and bruises, and expertly set his broken wrist. Just before the job was completed, Old Sam stopped sipping his steaming Java and gazed steadfastly at his elder son.

"I know you've been through hell, boy," he said at length, his voice firm and clear. "I'm going to take up your case with the company officials and the Brotherhood and will do my best to get your main-line running rights restored. That's the least I can do," he added, "considering how you saved my hide."

A broad smile wiped away the ridges of exhaustion from Dale Owen's face. "Thanks, Dad," he said.

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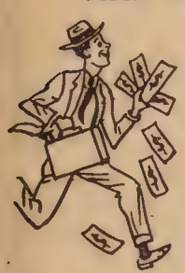

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RAILS ACROSS PANAMA, by Joseph L. Schott, 224 pages, 5½x8½", illustrated with drawings and maps, indexed, Bobbs-Merrill, 3 W. 57th St., New York, N.Y. $5.50.

A long neglected bit of history came to light in this well-researched book which is subtitled, "The Story of the Building of the Panama Railroad 1849-1855." That was a construction feat little less amazing than that of the Panama Canal, fifty years later. Though only 45 miles long, six years of heart-breaking work and over $8,000,000 were required to build the 5-foot-gauge railroad. Cholera epidemics, general fatigue and bandits caused heavy loss of human life.

After its completion in 1855, the Panama Railroad had several years of prosperity and assumed great historical importance. In that time it carried almost half a billion dollars in California gold, 100,000 bags of U.S. mail, and every seafaring traveler who desired a fast passage from the Atlantic to the Pacific. Then the boom ended; a new transatlantic rail system was under way in America. Upkeep of the Panama line required a crew of men for every four miles of track. Capitalists were unwilling to finance a railroad doomed by the inevitable construction of a water passageway across the isthmus. Today the original railroad no longer exists, although another rail line has replaced it.

NAMIB NARROW-GAUGE, by Sydney M. Moir and H.T. Crittenden, 154 pages, 8½x5¾", illustrated with photos, charts, and maps, published in England and distributed by Owen Davies, 1214 N. La Salle St., Chicago, Ill., 60610, $8.50. (not available from Railroad Magazine Book Service)

This well-written history of the narrow-gauge railway in South-West Africa is based on 20 years of research. It is rich with technical facts, general history and human interest. While excellent charts describe the technical evolution of South-West African railways, photographs portray the desert and mountain terrain that the little trains tackled. One early engine imported from Germany came complete with a mechanic who was to serve as engineer. He "took one look at the desert, however, and went home." These trains served a society which depended on them as the only means of movement and for the maintenance of life itself. Where else has a narrow-gauge train been essential for carrying water, for funerals, and for week-end picnics? The book describes the effects of war and economic upheaval on the railroads and the eventual shift to standard gauge.

ALONG THE LINE IN VICTORIA, edited by J. Richardson, 45 pages, 6½x8½", published in Australia, distributed by Owen Davies, 1214 N. La Salle St., Chicago, Ill. 60610, $1.25 (Not available from Railroad Magazine Book Service)

"Along the Line" books are a new series of photo pamphlets covering Australian railways of unusual interest. The latest is this collection of carefully chosen steam photos. Emphasis is on the locomotive and details of classification. Some of these Australian steamers are still in use, others are museum pieces. Richardson is eager to get suggestions for future editions and photos of Australian railways to illustrate them. His address is Traction Publications, P.O. Box 438, Canberra City, Australian Capital Territory.

BULLETIN NO. 116, April '67, edited by Charles E. Fisher, 76 pages, 9x6", illustrated with photos, maps, and charts, issued by The Railway & Locomotive Historical Society, Baker Library, Harvard Business School, Boston, Mass. 02163. $3.00 ($2.00 for members)

Bulletin 116 is the latest edition of the long and excellent R&LHS series. In this *Bulletin,* (articles are contributed by members) topics range from a detailed study, with charts and photos, of the "Railroads of Colombia, South America," to a controversial "Account of the First Trial of the *Stourbridge Lion,*" taken from the *Pottsville Miner's Journal,* 1829. Included also are a history of the Wisconsin & Northern, beautifully illustrated, with locomotive roster, portraits, stations, locos, etc., and an article on the "Atlantic Locomotive in New England." This soft-cover book also lists recommended reading and has a separate map of Colombian rail systems.

1948 BRITISH RAILWAYS LOCOMOTIVES, 72 pages of specs and illustrations, published in London, distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $4.25.

For British railfans this little book is a find. It is part of a series of locomotive spotting books reprinted now for enthusiasts, is beautifully bound and illustrated, and provides a record of pre-nationalization locos.

CABLE CAR, by June Drummond, 191 pages, 8¼x5½", Holt, Rinehart, & Winston, 383 Madison Ave., New York, N.Y., 10017, $3.95.

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SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
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Conducted by Sy Reich

EVERETT DEGOLYER, No. 34 of our *Interesting Railfans,* 1008 211 N. Ervay, Dallas, Texas 75201, is writing a book on Texas & Pacific power and needs pix of the "middle years," particularly scenics and other shots different from the usual "pie-shaped ¾ front" views. Has very little on the "west end." Ev is also looking for photos of T&P's only Alco diesel unit, RS-3 No. 1100, and earlier steam power of subsidiary lines: Pecos Valley Southern, Abilene & Southern, Weatherford, Mineral Wells & NW, and Texas Short Line. He will pay for all photos used. Oh, yes, he also wants data, retirement, and sale dates of T&P's later steamers.

Sy Reich

The Steam Parade

Nomination of Pennsy's S-1 as the largest steam engine ever built is challenged by Lester C. Harlow, 5015 Cape May Ave., San Diego, Calif. 92107, who says the nominator overlooked Norfolk & Western's *Jawn Henry,* No. 2300, measuring 147′ 3½″ over couplers.

"Three other 'longsters' were the Chesapeake & Ohio's 500, 501, and 502, listed in company publications as 140′ 3½″ over couplers. All 4 were steam-turbines, which I described in an article in your Feb. '67 issue. At earlier dates, there *may* have been attempts to build and operate even longer power. All 4 have gone to the scrap heap, leaving 8 Union Pacific Big Boys as the largest steam locos extant.

"Perhaps the longest ever built and still operating are the UP's gas-turbines, numbered 1 to 30, measuring 165′ over the couplers. There is an increasing tendency to operate multiple-unit power, which can be lengthy, but each unit is listed as a separate loco. It had better be, or the unions would object."

Remember the glorious days of Norfolk & Western steam? Shot of N&W 2-8-8-2 No. 2155 was made at Bluefield, W. Va. in 1958 by Douglas Miller

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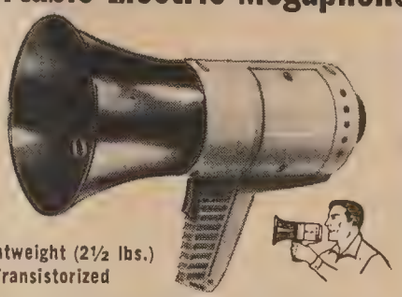

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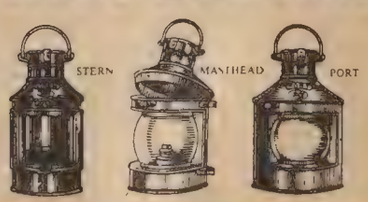

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This small old firm works just as decades ago turning out ship lanterns in hand-fitted copper and brass that comply with international regulations, but because of their design and workmanship deserve to sit on your desk or mantel. Highly polished; stand 9". Port has red lens; Starboard, green; Masthead and Stern, plain lenses. Brass bracket and mounting screws, $13.95 each; pair, $27, all 4, $49.

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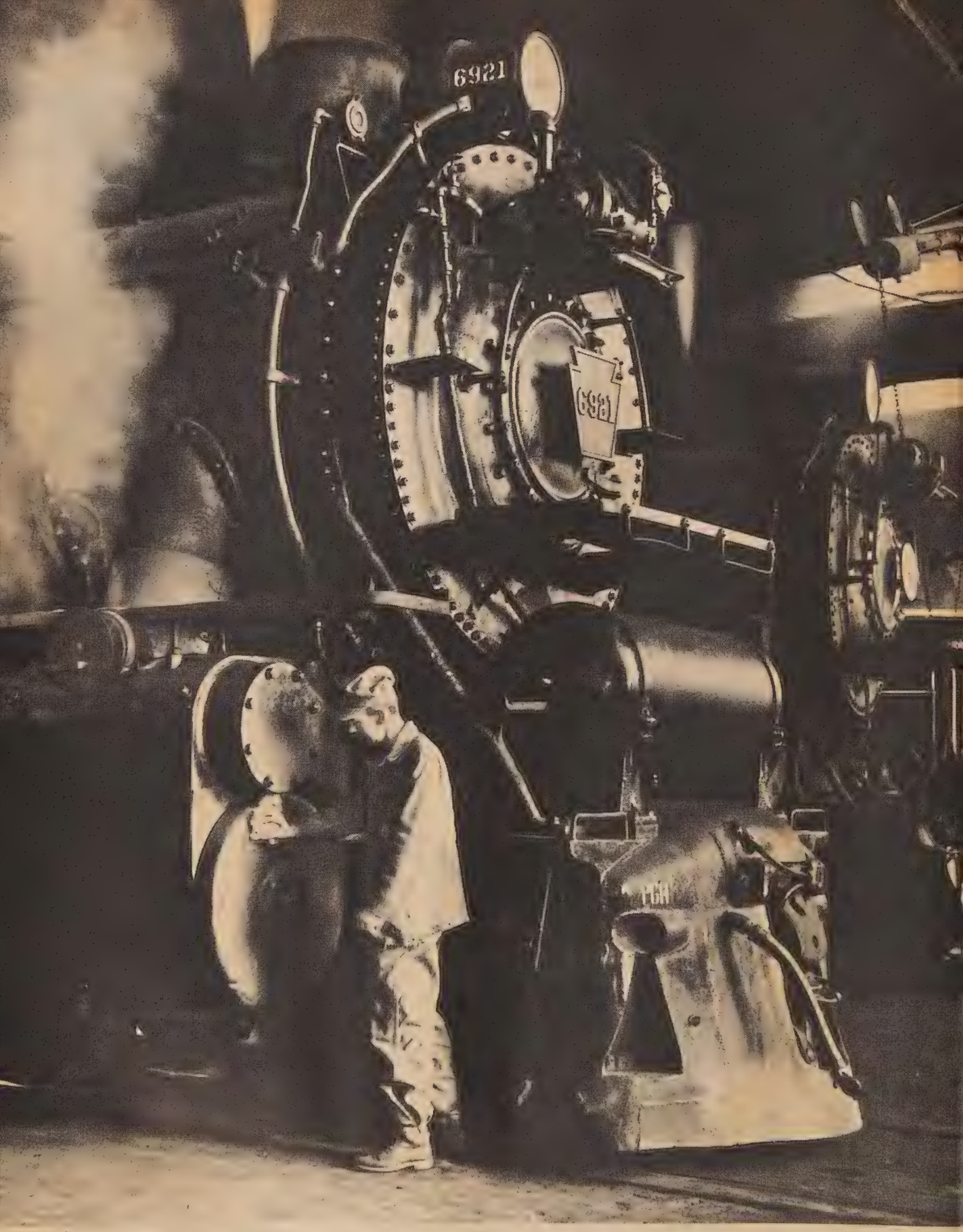

"When You and I Were Young, Maggie," the Pennsylvania Railroad operated trains by steam power. The roundhouse worker pictured here at Northumberland, Pa., seems to be wiping the big Mountain type (4-8-2) locomotive with affectionate regard.

Photographed in 1957 by Don Wood, 3 Ned Drive, Matawan, N.J. 07747

The loco *Winston Churchill,* No. 34051, which hauled Sir Winston's funeral train in Jan. '65, has been withdrawn from service and is on British Rail's list of engines to be preserved for exhibition but needs to be restored before being placed in the Museum of Transport at Clapham, England. The 34051 is the Battle of Britain class, recalling an era inextricably bound up with the nation's wartime leader. Cash is needed for this worthy cause, reports R. G. Macfarlane, writing on behalf of The Transport Trust, 138 Piccadilly, London W1, England, which is collecting funds for that purpose. Affiliated with "Trust" is a very long list of transportation clubs and societies.

Instead of being scrapped, a Southern Pacific loco built in 1901 has just been received by the new city-owned museum at 2135 W. 250th St., Lomita, Calif.

The Wilmington & Western started operation this season at Wilmington, Dela., with two steam engines, 2-6-0 No. 92 (Canadian National) and 4-4-0 No. 98 (Mississippi Central), B&O caboose 2013, three Erie-Lackawanna coaches, an E-L combine, a Pennsy M-U coach, Pennsy parlor-lounge-diner *Defender,* and a Pennsy gas-electric, reports Henry Dickinson, Jr., 109 W. Ashland Ave., Glenolden, Pa. 19036. The M-U car had its electrical equipment removed at the W&W shops. The *Defender* was painted in W&W colors; an inside clean-up job included shampoos of its rugs. Dravo Corp. recently delivered two un-numbered gondolas; one is being stored; the other is being rebuilt for operation as an open car on the train.

Chester Holley has a 45-ton problem —a massive loomotive that sits on a siding at the Port Authority yards at Tampa, Fla. He cannot get the 26-foot-long steam engine home.

Chester, who runs a model railroad hobby shop in Tampa, has a roadbed and tracks in front of the shop ready to receive the huge locomotive. But since there are no tracks between where it is and where he wants it to be, the only way to move it would be to hoist it onto a huge flatbed truck and drive it. The cost of this would be prohibitive. He bought the engine more than two years ago when it was ready for the scrap heap.

"Strasburg Rail Road has acquired Great Western 2-10-0 engine 90, which came into this state recently and is in good shape," writes Lu Cummings, 129 Nevin St., Lancaster, Pa. 17603. "I understand she may go into service this summer."

Southern Calif. Chapter of R&LHS owns ex-Southern Pacific triple-cylinder 4-10-2 No. 5021, in excellent running condition, stored in the Santa Fe yards at San Bernardino, according to Vance Pomereming, 1420 Lassiter Rd., Malmet, Calif. 91789.

Setouts and Pickups

"We appreciate the kind review of *Diesel Spotter's Guide* in June *Railroad,*" writes David P. Morgan, editor of *Trains;* "but let's correct an apparent misunderstanding of the reviewer. All pages in the book are numbered and indexed, though not in consecutive numerical sequence. We numbered the pages by the builders for quick reference purposes. For example, 'EMD-1 through EMD-79' is followed by 'GE-1 through GE-21,' etc."

Someone erred in describing Boston's rapid transit, according to Raymond E. McMurdo, 775 Main St., Boston, Mass. 02154, who states: "Massachusetts Bay Transportation Authority runs 2 types of rapid transit cars: high- and low-level. The low-level ones are PCC streetcars used on 6 routes. The Riverside line is 20 miles long without a grade crossing, which I believe is the world's only trolley line entirely on private right-of-way.

"Furthermore, Boston is now the only city with trolleys on elevated structure that the public can ride. Also, Boston trolleys still cross the Charles River on a drawbridge and pass through a cemetery. I don't know any other place where you can find a comparable situation. Philadelphia Transportation classes its trolleys as rapid transit once they enter the subway. Finally, Boston plans to buy 20 ex-Cleveland PCC's from Toronto for its Ashmont-Mattapan line."

Wm. R. Gordon, 811 Garson Ave., Rochester, N.Y. 14609, is taking orders for 7 black-and white postcards of steam engines (NYC 5271 and 4725, B&H 11 upright and horizontal, Erie 2521, A&A 14, and LA&K 17); 10 cards of old N.Y. State trolleys, and 12 lake steamers in N.Y. State, 12 for 52¢, 25 for $1, 100 for $2.50, and 1,000 for $20.

"I'd like to get pix of open-coach electric trains on the old Providence, Warren & Bristol which ran between Providence, R.I., and Fall River, Mass.," writes Frederick C. Kurth, 3637 Fort St., Wyandotte, Mich. 48192. "During the early 1920's I often rode those trains and sometimes was permitted to stand in the engineer's cab of the motor coach. The engineer explained to me in detail how the motor coaches operated and how he would coast now and then to conserve power."

A 1967 republication of *American Locomotive Engineering,* by George Weissenborn, 96 fine engravings of mid-

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(Sorry, no C.O.D.'s)

Artist's impression of mail train bound for Baltimore on the "Ma & Pa" Railroad.
Pen and ink drawing by Linn W. Moedinger see page 4

19th century locomotives, 9x12", first published in 1871, is available from Grahame Hardy, No. 1 in our series of *Interesting Railfans,* Box 622, Carson City, Nev. 89701, at $6; with hard-cover binding $9.50.

"Several hard-of-hearing readers have banded together to form the Southwestern Deaf Railfans Association," writes Ralph Shears, 336¾ N. Kingsley Drive, Los Angeles, Calif. 90004, "and we seek more members."

"What happened to the National Association of Train Order Collectors, c/o Orlyn D. Bratvold, 17459 Runnymede St., Van Nuys, Calif. 91406?" asks Bob Wilson, 12782 St. James Drive, Mantua, Ohio. "I wrote to that address but my letter was returned unclaimed. Also, I want to hear from anyone interested in setting up a railroad museum in an unused station."

The monorail line at Houston, Tex., International Airport, has just been dismantled. Designed to run between airport terminal and the parking area, it operated during the early part of 1966 but closed down when its liability insurance lapsed last July.

"Quit knocking *Trains* magazine because it doesn't slop 'human interest' stuff all over the place!" enjoins Rodger Darling, 1902 S. 17th Ave., Maywood, Ill. 60153. "Anyone who wants people instead of trains and railroading can read a nudist magazine."

"My New York, Westchester & Boston collection of railroadiana is now at Branford Electric Museum at Short Beach, Conn., so it will always be available to the public," announces Otto A. Weiss, 32-52 34th St., Long Island City, N.Y. 11106, "I am still keeping my NYW&B scrapbook for a while and I have a collection of about 5,000 photos to lend out or to sell. Send self-addressed stamped envelope for details."

"Your May issue mentions the former SN ferry *Ramon,*" writes J. E. Taylor, chief train dispatcher, Sacramento Northern Railway. "Built in 1914, this ferry was acquired about 1929 from the San Francisco-Sacramento Railroad. She weighed 775 gross tons, was 230 feet long, 50 feet wide. Her 600-HP 8-cyl. gasoline engine was reported to have been one of the largest used during that period, burning over one gallon per minute. The ferry had 3 tracks and could hold 9 cars and one engine. She was sold in 1954."

A new history of the Chesapeake & Ohio in the steam age is being prepared by Thomas W. Dixon, director of the Alderson Museum, P.O. Box 417 Alderson, W. Va. 24910, who emphasizes color and lore rather than corporate or motive-power history. "Since it will be largely pictorial, I need old photos," he writes. "Also old publications, timetables, passes, etc. Who will help?"

Michael Grogg of the Wabash Railroad Research Club, 7625 Worth Drive, Fort Wayne, Ind. 46809, is doing a book on the Wabash and needs information.

"A group of us are organizing a club for New Haven Railroad fans," writes

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Photograph by Allen A. Jorgensen, now living somewhere in South Africa

Canadian Pacific 4-6-0's Nos. 815 and 1057 at Toronto engine terminal prior to tripleheading fantrip with No. 136.

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Eric Lundberg, 2235 N. Crescent Dr., Flagstaff, Arizona

The famous Denver & Rio Grande Silverton train hugs Rio de Animas Canyon wall.

Tom Nelligan, 6 N. Cliff St., Ansonia, Conn. 06401, "and we're looking for members. For details, send a stamped, self-addressed envelope."

We are preparing present-day locomotive rosters of the Ferrocarril del Pacifico, in Mexico, and District of Columbia shortlines for next month.

One of our overseas readers, T. Cott, Carrick, Otranto Place, Sandycove, County Dublin, Ireland, will sell what he describes as "rare material on American railroads, including old *Baldwin Records of Recent Construction.*"

"Your *Switch List* got me started collecting railroadiana over 20 years ago and I'm still at it, because the *Switch List* is the best means of contact I've seen yet for railfans," writes Gaylord W. Plummer, 319 E. 3rd St., Cherryvale, Kan. 67335.

"I have for sale many loco pix, passes, rulebooks, steam loco brake reports, *Official Guides,* and loco roster prints, from 1859 to 1940, plus other items, about 4,000 in all," reports Raymond Crain, 6049 Allston St., Los Angeles, Calif. 90022. "I am selling this interesting old railroadiana because I need money to pay hospital and doctors' bills. No list. State your wants. Please send self-addressed stamped envelope."

CPR Engines in Museum

Three veteran Canadian Pacific steam locomotives have arrived in Ottawa for the new National Museum of Science and Technology. They will revive many fond memories for CPR engineers who ran them. The engines are CPR Northern-type 3100, Hudson 2858 and light Pacific 1201. No. 2858 is remembered by many in service between Toronto and Windsor on such well known passenger trains as the *International Limited* and the *Chicago Express.*

No. 3100 spent a quarter century on the overnight pool passenger run pulling trains 21 and 22 between Toronto and Montreal. She started in this service after coming out of the shop new in August 1928 and was on the job until late 1953 when she was bumped by diesel power. For a brief period in 1954, No. 3100 pulled passenger trains east of Montreal, and later after conversion to an oil burner, handled freight service in western Canada. Although never a high-stepper, men who ran her admired her good riding qualities and ability to lift a heavy train. A bit temperamental to fire, she required a specially qualified fireman when she was a coal burner.

The very appearance of 2858 speaks for itself. A modern steamer in every respect, she looks as good today as the time when 45 such units handled every

important passenger train in the Canadian Pacific system. No. 1201 was the second of her type to come out of Angus shops in Montreal in 1944. The whole series of these light Pacifics were later built by the Kingston Locomotive Works to fill the gap between post-war motive power shortage and the advent of the diesels.

A good locomotive, easily adaptable to almost any type of service, No. 1201 almost gave some firemen heart attacks when she appeared as a new engine without a stoker. This oversight, it was rumored, was due to a shortage of materials, but was later rectified by the installation of a standard BK stoker so small that it looked almost like a toy.

At the museum exhibits, they will be joined by Canadian National Northern class 6200, Hudson 5700, semi-streamlined Mountain 6400, and Mogul 40, as well as London & Port Stanley electric engine No. 1.

Railroads Unlimited!

A beautiful new, soft-cover booklet, *Railroads Unlimited! America's Modern Transportation Miracle,* has just been issued by the Association of American Railroads, Public Relations Dept., Transportation Bldg., Washington, D.C., 20006. A free copy may be had from them, on request, as long as the supply lasts.

This booklet, with 4 full-color covers and many black-and-white photos, presents in 34 pages, 8½x11", a very modern approach to the railroad industry.

It features new technology, new network patterns, new pricing methods, new directions in passenger service, electronic wizardry, rebuilding from the ground up, etc. It is the perfect answer to misguided critics who try to tell you that the railroad industry is "a back number."

Bert Pennypacker

"Old copies of *Railroad Magazine* must be in big demand," writes Bert Pennypacker, author of PRSL feature in this issue, 4307 Palmetto St., Philadelphia, Pa. 19124. "I recently advertised

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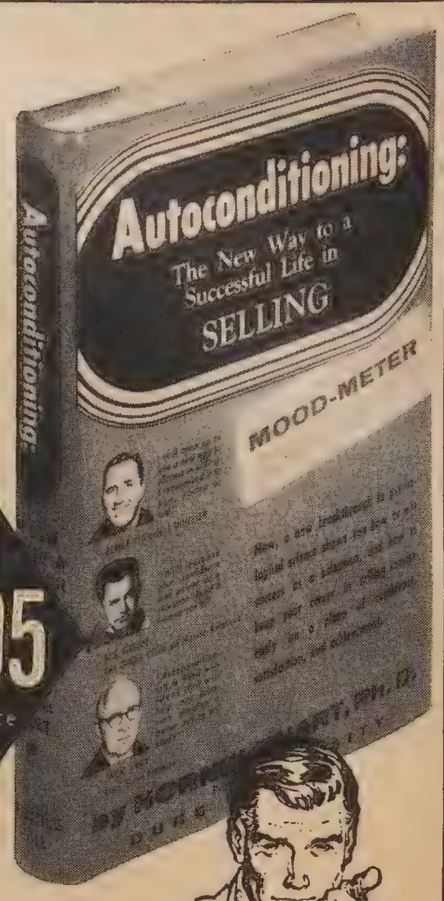

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Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

Big engines on little trains were a phenomenom of 1955 revealing decline of both steam power and traffic. Here a one-car local gets an easy ride through Westville, N.J., behind a Reading G3 Pacific. Passing train is a Pennsylvania 2-8-0 with local freight.

Reading G3 Pacific rounds curve near Haddonfield, N.J., the junction between Camden and downtown Philadelphia routes.
Photograph by Martin Stanley Zak

in your *Switch List* that I would sell one complete set of back numbers of *Railroad* dating from Dec. '29. I could have sold 50 complete sets!

"Another *Switch List* item of mine involved selling 3,000 pix at the rate of 100 for $5. As soon as that offer came out, pandemonium broke loose. The mail keeps flooding me. I sold all of the pix quickly, but letters and checks are still arriving. I even had a special delivery letter, two long-distance phone calls from Texas, and a telegram from California. It's beginning to give me a headache, returning all the money for requests I can't fill. I could have sold 20,000 photos.

"*Switch List* ads really pull. I only wish there was a similar heavy volume of orders for my latest hard-cover book, *Eastern Steam Pictorial*, which covers the anthracite roads."

Pennypacker's big book, *Eastern Steam Pictorial*, a 3¼-pounder with 384 large pages, got a good review in April. Many readers must like it, judging from orders coming in to *Railroad Magazine* Book Service, which is selling the *Pictorial* (publisher's price, $15) for $14.25. Bert's article, "B&O Power Over the Alleghenies" in our April issue recalled vivid memories to Raymond S. Davis, 141 Barlow St., Gettysburg, Pa.

'Born in 1900 and reared in Keyser, W. Va., less than 100 feet from the B&O tracks," Ray writes, "I remember the locos from Camelbacks on through to compound Mallets. Also Col. Emerson's famous streamlined passenger engines such as the *Lord Baltimore* and *Philip E. Thomas*, whose giant drivers developed great speed but weren't very effective in pulling passenger trains over the Alleghenies between Keyser and Grafton. Furthermore, having worked for the B&O in the coal-billing office on the eastbound hump, I was in the midst of the 'goings' and 'comings' of trains in Keyser yards during World War I.

"Pennypacker's reference to the B&O's first compound Mallet, dubbed 'Old Maude,' is interesting. When I started to work in 1916 as a billing clerk and next year became weighmaster, Old Maude was being used as a pusher on the Keyser hump. She pushed many a coal train from the receiving yard over the hump, which was a raised track where loaded coal cars were cut, one by one, and drifted over a 50-ft. automatic scale to be weighed and continued into the classification yard where trains were made up and sent on to Brunswick, Md. Brakemen used as riders were replaced in later years by retarders attached to the rails and operated by tower men.

"One caption refers to Piedmont as being in Maryland; actually, it is in West Virginia. This brings up an exciting incident of long ago. A coal train of 70 or 80 cars ran away from Bond, Md., rounded a dangerous curve over Bloomington bridge, and finally coasted to a stop east of Piedmont. Fortunately the Mallet, a 7100 or 7200, and all of the cars clung to the rails. There was no derailment. The crew, although terribly scared, escaped unhurt. The brakeman was Wade Liller, with whom I had attended grade school in Keyser, and the engineer was Bob Rice." ●

Photo by Bert Pennypacker
E6s Atlantic 6087, built in Juniata shops in 1914, became PRSL in the 1930's.

Photograph by Fritz Lehmann, 3341 N. Park Ave., Philadelphia, Pa. 19140
Imam Khan, India Rys. engineer, is proud of decorations painted on his Canadian-built 4-6-2. Many Indian loco crews add fancy touches to the engines.

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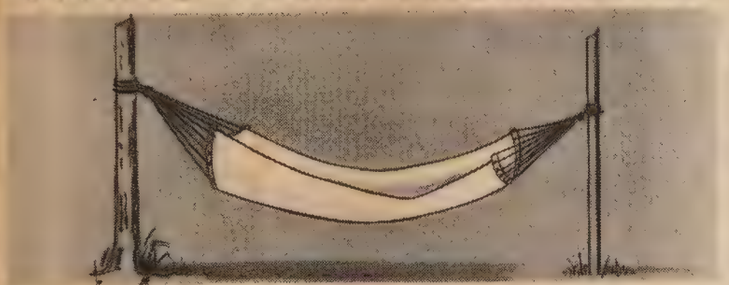

Ask any sailor if he remembers these heavy white canvas hammocks and he'll tell you they're sturdy, hold up well and cost a lot less money than commercial ones. Just think how relaxing they can be in your back yard, on camping trips, etc. Brand new. A full 36x74". Brass grommets. Complete with all ropes and clues.

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CB&Q's one-way daily except Sunday mixed train leaves Grant, Neb., for Holdrege and the main line. The 32-car train features a combine for occasional passengers.

Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

Coming Events

July 9: PCC trolley trip in Toronto. Lv. 10 a.m.; lunch and photo stops. Fare $3.75. Write Ernest Kovacs, NRHS, 416 2nd Ave., Bethlehem, Pa. 18018.

July 9-30: Railfan tour of Europe, $829, incl. round trip by jet, hotels, most meals, all transportation in France, Switzerland, Austria, Italy, Yugoslavia. Tour leader E. L. Thompson. Write tour mgr., Olympic Airways, 647 Fifth Ave., New York, N.Y. 10036. (See ad in our June issue, page 54.)

July 30: "Seagull Special" on Belfast & Moosehead Lake; chicken barbecue and swimming. Fares: Adults $4, kids $2. Barbecue $1.50 extra. Write Downeast Railroad Club, Box 285, Brunswick, Maine 04011.

Aug. 1-4: RR. Evangelistic Assn. annual convention, Winona Lake, Ind.; railroadiana, paintings, models on display. Write RR. Convention, 191 Palmer Ave., Staten Island, N.Y. 10302.

Aug. 6-17: NMRA Convention Dreamliner tour, Garrett, Ind. via Cincinnati to Miami; stop over at Atlanta, returning at Williamsburg; Washington, D.C.; Baltimore. Privately-owned sleepers, diner, lounge. Fare $290 up, incl. meals. Write R. P. Brinkman, 5740 Bloomfield Glens, Birmingham, Mich. 48010. or Private RR. Cars, Inc. 9100 Front St. Fort Wayne, Ind. 46808.

Aug. 6-19: A 14-day family Fun-Train Pullman tour of Mexico and southern Texas; also trip through Copper Canyon area, including 89 railroad tunnels. Rates start at $395, discounts for kids. Write Howard B. Thornton, 2936 Bella Vista Drive, Midwest City, Oklahoma 73110, starting point.

Aug-12-13: Iowa Terminal charter trips covering Mason City and Charles City divs.; variety of equipment. Chartered bus available from Chicago on Aug. 11, returning Aug 13. Contact Tom Kopriva, trip director, Central Electric Railfans' Assn., P.O. Chicago, Ill. 60611.

Aug. 20: Steam, ex-CPR 1286. Lv. Easton, Pa., 9 a.m.; Bethlehem, Allentown, Jim Thorpe, Wilkes-Barre. Photo stops. Diner, combo, coaches, obs. Write High Iron, Inc., 418 Catalpa Ave., North Plainfield, N.J. 07063.

Sept. 1-4: Annual NRHS Convention, Albany, N.Y., trips, yards, shops, banquet. Write Joseph D. Thompson, NRHS, 2512 McGovern Dr., Schenectady, N.Y. 12309.

Sept. 10-13: National Transportation Show at Diplomat Hotel, Hollywood, Fla. Contact Bob Ross, Assn. Traffic Clubs, Suite 618, 400 Michigan Ave., Chicago, Ill. 60611.

Sept. 11-25: Illini Rail Tour of France and Germany; ride famous trains; see the sights. Write Illini RR. Club, Box 62, Champaign, Ill. 61820.

Sept. 11-25: Rail Tour of Europe, by Brotherhood of Locomotive Firemen and Enginemen and Ladies Society, 7 countries, Europe's best trains. Fare $795 up. Write c/o Reid Travel, Inc., 21894 Lorain Road, Cleveland, Ohio. 44126.

Oct. 6-29: South American Adventure Tour, 7 countries, steam, ex US interurban cars; narrow gage, std. gage, scenery, escorted. Write Arthur Lloyd, 974 Pleasant Hill Road, Redwood City, Calif. 94061.

Oct. 8: Autumn Leaf rail excursion, Pittsburgh to Dubois, Pa. Return over 270 miles of "freight only" lines. Fares: $10.75; hot lunch, $2. Contact Edward Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15223.

Oct. 8-13: Exposition in Chicago, Ill. showing latest in railroad equipment and supplies. Write Public Relations Committee, 1967 American Railway Progress Exposition, 816 Transportation Bdg., Washington, D.C., 20006.

Oct. 14-Nov. 5: Narrow-gage holiday in Mexico features special steam trains on United Railways of Yucatan, Coahuila & Zacatecas, and National Railways of Mexico. Fare, about $700, incl. Pullman, some meals, hotels, special transportation, bi-lingual escort. Write Wally Duthie, Roaming Tours, P.O. Box 4081, San Diego, Calif. 92104.

Nov. 11-12: Inspect Union Pacific line between Los Angeles and Las Vegas. Write Orange Empire Trolley Museum, Box 548, Perris, Calif. 92370.

Daily thru Sept. 10; week-ends thru Oct.15: Canadian Railway Museum displays over 25 restored locos and vehicles from Canada's railroads and streetcar lines. Streetcar line operated thru July and Aug. Write Canadian Railroad Historical Assn., Box 22, Station B, Montreal 2, Que., Canada.

Long Island Rail Road this season is offering 92 one-day tours. Write Tour Dept., LIRR, Jamaica, N.Y. 11435.

Sats. and Suns: One-day excursion tours to Wisconsin Dells, Cave of the Mounds, or Mississippi Palisades. Fares range from $7.90 to $12.90; some incl. all extras. Write Tour Dept., Milwaukee Road, Room 275, Union Station, Chicago, Ill. 60606.

The Delta Queen (only sternwheeler in regular service) has attractive inland river cruises. E. Jay Quinby at the calliope. Write Greene Line Steamers, Inc., 381 Public Landing, Cincinnati, Ohio 45202, or 10 E. 40 St., New York, N.Y. 10016 ●

Shortlines of Connecticut

Present-day locomotive roster compiled by Sy Reich

Central Vermont Railway

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
GR-12c	1500-1502-1503	1200	GM-EMD	SW1200	B-B	36,000	248,380	1955	1
GR-12j	1509-1510	1200	GM-EMD	SW1200	B-B	35,000	247,000	1957	2
GR-12za	1511	1200	GM-EMD	SW1200	B-B	35,000	247,740	1960	3
MR-16d	3041-3042	1600	Alco	RS-3	B-B	46,000	244,000	1954	4
MR-18a	3609-3614	1800	Alco Pr.	RS-11	B-B	44,000	226,790	1956	6
MRG-16c	3900-3901	1600	Alco	RS-3	B-B	46,000	244,000	1954	5
GR-17d	4442-4450	1750	GM-EMD	GP9	B-B	44,000	247,000	1956	7
GR-17j	4547-4557	1750	GM-EMD	GP9	B-B	48,000	244,940	1957	8
GR-17j	4558-4559	1750	GM-EMD	GP9	B-B	44,000	244,000	1957	9
GRG-17e	4902-4906	1750	GM-EMD	GP9	B-B	44,000	251,000	1956	10
GRG-17k	4923-4927	1750	GM-EMD	GP9	B-B	48,000	251,540	1957	
GRG-17s	4928-4929	1750	GM-EMD	GP9	B-B	48,000	251,080	1957	
MS-10d	8026-8027	1000	Alco-GE	S4	B-B	34,000	230,000	1953	11
MS-10j	8080-8081	1000	Alco	S4	B-B	34,000	232,190	1955	
MS-10a	8093-8095	1000	Alco-GE	S2	B-B	34,000	230,000	1941	12
MS-10b	8162	1000	Alco-GE	S4	B-B	34,000	229,700	1951	13

Central Vermont Roster Notes

Connecticut has only one common carrier shortline. Its roster is based on data from CV's supt. of equipment and is accurate as of Feb. 27, 1967. For the purpose of our rosters a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route mileage less than 400.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco, American Locomotive Co.; Alco Pr., Alco Products; Alco-GE, American Locomotive Co.-General Electric.

(1) CV 1500, 1502-1503 were originally Grand Trunk Western 1505, 1507, 1508; then 1200, 1202, 1203; then 1500, 1502, 1503. They were transferred from GTW to CV.

(2) CV 1509-1510 were originally GTW 1269-1270; then 1509-1510. Transferred from GTW to CV.

(3) CV 1511 was originally GTW 1511, then CV 1511.

(4) CV 3041-3042 were originally CV 1861-1862; then CV 3041-3042; then transferred to Canadian National, renumbered CN 3041-3042. Used on the Grand Trunk.

(5) CV 3609-3614 were originally Duluth, Winnipeg & Pacific 3609-3614; then CV 3609-3614.

(6) CV 3900-3901 were originally CV 1859-1860; then CV 3900-3901; then CN 3900-3901.

(7) CV 4442-4450 were originally GT 1768-1776, then GT 4442-4450; then CV 4442-4450; then (?).

(8) CV 4452-4557 were transferred to GTW, renumbered 4552-4557 in Jan., 1965.

(9) CV 4558-4559 were originally GT 4558-4559; then CV 4558-4559; then (?).

(10) CV 4902-4906 were originally GT 1777-1781; then GT 4902-4906; then CV 4902-4906; then (?).

(11) CV 8026 scrapped in 1959.

(12) CV 8093-8095 were originally GTW 7917-7919; then CV 7918-7919; CV 7917-7919; now CV 8093-8095.

(13) CV 8162 was originally CV 8015; then CV

Ferrocarril de Chihuahua al Pacifico

Present-day locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
101-105	900	Alco Pr.	S6	B-B	26,250	105,000	1955	1
106	900	Alco Pr.	S6	B-B	26,250	105,000	1955	2
201-202	1000	Alco Pr.	S4	B-B	26,250	105,000	1955	3
301	1200	FM	H12-44	B-B	28,000	112,000	1960	4
500	1600	Alco-GE	FA-2	B-B	73,800	208,000	1952	5
501-504	1600	FM	H16-44	B-B	28,000	112,000	1955	
505-506	1600	FM	H16-44	B-B	28,000	112,000	1955	
507	1600	FM	H16-44	B-B	28,000	112,000	1956	
508	1600	FM	H16-44	B-B	28,000	112,000	1957	
509-513	1600	FM	H16-44	B-B	28,000	112,000	1959	
514-519	1600	FM	H16-44	B-B	28,000	112,000	1961	
600-602	1600	FM	H16-44	B-B	28,000	112,000	1960	
603-604	1600	FM	H16-44	B-B	28,000	112,000	1963	
801-810	1800	GM-EMD	GP28	B-B	27,750	115,000	1965	
1930-1935	1600	FM	H16-44	B-B	64,000	256,000	1952	6

Roster is based on data from CHP's Gerent General Int. and is accurate as of April 11, 1967. Locomotive builders: Alco Pr., Products; FM, Fairbanks-Morse; Alco-GE, American Locomotive Co.-General Electric; GM-EMD, General Motors-Electro Motive Div. Tractive effort and weight are stated in kilograms, except for 500 and 1930-1935, which are given in pounds.

(1) 101-105 were originally Ferrocarril del Pacifico 701-703, 714, 716; then CHP 701-703, 714, 716; then CHP 101-105.

(2) 106 was originally CHP 60, then CHP 106.

(3) 201-202 were originally CHP 101-102, then CHP 201-202.

(4) 301 was originally CHP 70, then CHP 301.

(5) 500 was sold to F.C. Sonora-Baja California then sold to F.C. del Sureste.

(6) 1930-1935 were originally Delaware, Lackawanna & Western 930-935; then inherited by Erie Lackawanna, renumbered 1930-1935; then sold to Streigel Equipment Supply, then to CHP. ●

men's mart

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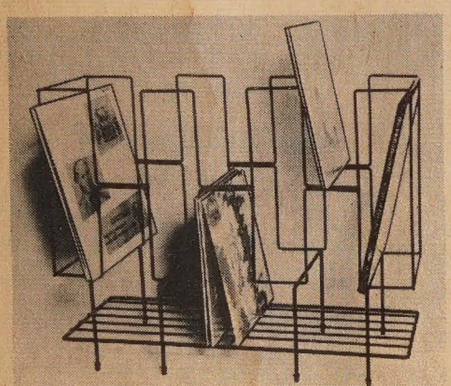

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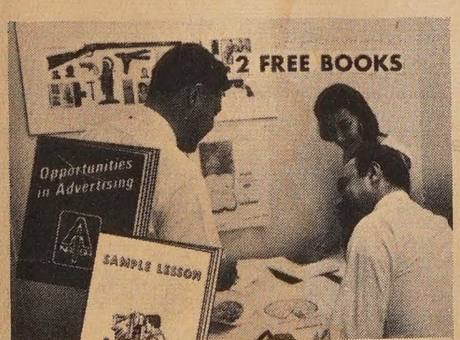

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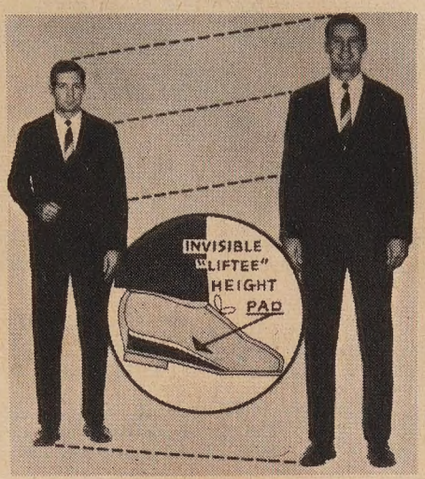

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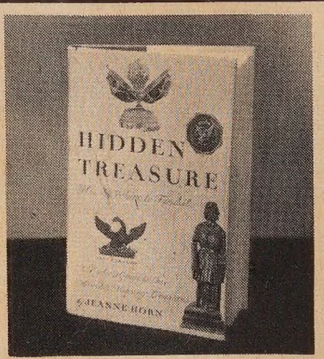

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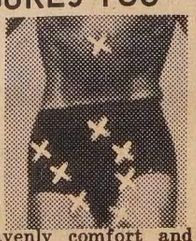

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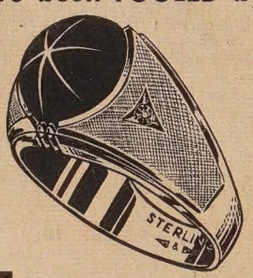

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Ablaze with life and light. The color and star of the genuine star sapphire captured by amazing new process. Genuine STERLING SILVER mounting in elegant Florentine finish. Two simulated side diamonds. Sizes available from 6 to 12. Usually worn on small finger. Guaranteed—your money back in 10 days if not satisfied.

Only $5.75 ppd.
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800 poses actresses & models from Germany, France, Sweden, Vegas, Hollywood.

BRUNO BERNARD'S
GIRLOGRAPHY
AROUND-THE-WORLD

a way-out collection—8½x11 book teaches posing, lighting, costumes, etc. Satisfaction guaranteed. $5 postpaid. Order from Bruno Bernard, 1800 North Highland, Dept. **TA-867** Hollywood, California 90028. *(ALSO: 20 color slides for $5. #1 Girls A-Go-Go. #2 German Girls #3 Girls of Hollywood. #4 Las Vegas Girls.)*

INVEST IN

U. S. SAVINGS BONDS

NOW EVEN BETTER

Switch List

THESE items are published free and in good faith, without guarantee. Only rail items accepted. Keep within 28 words, including name and address. Use zip code. Do not omit St., Ave., etc., in your address. Use abbreviations: *cond.*, condition; *tts.* (timetables); *emp. tts* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands, our Sept. department is already closed. All Oct. entries should reach us before Aug. 4th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

C.T. ANDREWS, 4231 SW 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix of LV, RDG, CNJ, L&NE, DL&W, L&HR, D&H, NYC, and Pa. shortlines, also stations.

LEN BEARD, Box 112, Wonder Lake, Ill. 60097, buys switch keys, all rrs.

R.J. CLENCHE, Jr., 168 University Ave., Kingston, Ont., Canada, wants H. Naylor's LP recording "Sound of Streetcars."

R.R. CRAIN, 6049 Allston St., Los Angeles, Calif. 90022, rr. collection 1859-1938, selling out passes, tts., photos, loco books, Off. Guides, rosters, etc. No list; state road and wants. (SSE)

L.P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa., 17603, wants info. on former WM work car as combine 3033, now on Strasburg siding. Sells old issues Railroad Magazine, Trains, model mags.

FRANK DELARM, 359 Glen Oak Rd., Venice, Fla. 33595, sells New England rr. bonds, cap badges, buttons, rulebooks. One bond and list, 25¢.

PAUL DUNN, 912 Arch St., Zanesville, Ohio 43701, was sick; will answer mail soon as possible. Wants to hear from Vic Underwood and get negs of B&O 2nd 7400's.

J.W. FRASER, 661 Glen Rd., Danville, Calif. 94526, assembling reference library; will trade '64-'65-'66 Off. Guides for earlier dates; trades train orders and emp tts.

LESTER FREMMING, 1650 N. Pacific St., Kelso, Wash. 98626, sells p.c. size photos, mostly steam, 20 for $1. Wants hat badges, buttons. Will trade rr. lanterns or photos for same.

RANDY GARNHART, 904 11th St., Rockford, Ill. 61108, wants CGW steam photos, railroadiana; also CNW & CMStP&P and Omaha Road switch keys.

DAVE HAMLEY, 2023 Delaware Ave., Swissvale, Pa. 15218, has bldr's. plate from NH 0906-0910 loco; will trade for AGEIR, case GE-CB, or other diesel plate of comparable value.

BRUCE HEARD, 1005 N. Vagedes Ave., Fresno, Calif., wants tts. from EP&SW, T&NO, and SP.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells and trades, on approval, orig. 35mm Kodachrome slides of diesels in his area. No list. General collectors only.

BOB HESS, RD 5, Box 80, Flemington, N.J. 08822, wants lanterns marked with initials of rrs. in Ohio, esp. T&OC, LE&W, HV, NYP&O, LS&MS.

RAY HUBERT, 24 Benham St., Torrington, Conn. 06790, trades 2¼x2¼ negs. of NH diesels for 3½x5 pix of other roads. Your list for mine.

ROBT. JOHNSON, 345 Elm Park Ave., Elmhurst, Ill. 60126, wants GTW material, esp. hardware, pix before 1940, emp. tt's. Answers all mail.

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, will sell several Kalmbach rr. train-picture albums. (SSE)

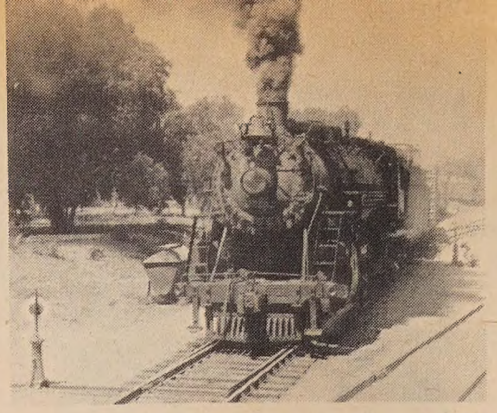
MISS ANDREA KRISS, 1915 Barnett St., Rahway, N.J. 07065, wants to hear from PRR trainmen. Also seeks info. on GG-1 4913; will buy pix.

JOE McCARTHY, 19 N. 22nd St., East Orange, N.J. 07017, sells 35mm color slides of E-L 51 heavy road units comprising EMD, FM, Alco. (SSE)

K.C. McDANIEL, Box 1118, Atlanta, Ga. 30301, selling tts., emp. tts., steam gages, marker lights, switch lights, oil and elec. lanterns.

L.O. MERRILL, 91 Crystal Springs Rd., Hillsborough, Calif. 94010, will buy booklets on streamliners, esp. CGW "Bluebird." Send info. and prices, or items on approval.

M.D. MEYER, 2517 W. National Ave., Milwaukee, Wis. 53204, buys stock certs., train orders, rr. forms, passes, annual reports, Green Light mag. of D&RGW and D&SL.



National of Mexico's 3315 (4-8-2) photographed by Jim C. Seacrest at Huichapan in 1961 after hogger had given a woman a pail of hot water.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants movies of C&NW, Omaha Road, and M&StL.

W.R. OSBORNE, 1019 SE 12th Ave., Deerfield Beach, Fla. 33441, sells pc size prints, steam, action and stills, DL&W, B&O, LV, RDG, etc. List 15¢ and SSE.

ALAN OXLEY, 2214 Royce Ave., Kalamazoo, Mich. 49001, will sell 10 issues of Midwest RRer. No. 36 through 45, to highest bidder over $5. Issues are excel. cond, but punched for 3-ring binder.

R.P. PARSONS, Box 63, Arvada, Colo. 80002, trades emp tts., pix, train orders, most any kind of railroadiana, for old coins. State your wants. (SSE)

TOM RINGO, 1235 Catasauqua Rd., Fullerton, Pa. 18052, sells CNJ and LV steam action photos at three 8x10's for $2.

JIM SEACREST, 2101 Birchwood Rd., North Platte, Neb. 69101, wants negs. of CB&Q diesels being used on ACL; also other "Q" diesels, steam, motorcars, pass. eqpmt. No 35mm.

A.A.J. ROBERTSON, B515784, NAS, North Island, San Diego, Calif. 92135, will buy pix and negatives of Wabash and Chicago & Alton steam locos and trains, any size, any quality.

JIM STAPLETON, Tesnow Rd., Akron, N.Y. 14001, buys origs. or copies of stocks, contracts, receipts, maps, references, etc., of 1835 Medina & Darien Horse Railroad, for use in history he is writing.

WARREN STOWMAN, 2102 Eastburn Ave., Philadelphia, Pa., 19138, will trade for or buy any size pix of Penna., Poughkeepsie & Boston 2-6-0, 9, 10, 11, or 12; also P&R 2-6-0 1208, 1209, 1210, 1211; also P&R 2-6-0 1454, 1455, 1456, or 1457 (all were the same 4 locos).

PAUL STUMPFF, 14 Morgan St., Greenville, Pa. 16125, sells, trades, buys tts., emp. tts., train orders, other railroadiana.

GEO. SWAIN, 113 Azure Drive, White Rock, N.M. 87544, sells orig. watercolor paintings of D&RGW n.g., $15 each, or will paint from your slides or photo. (SSE)

TOM SWENSON, 424 S. State St. Oconomowoc, Wis. 53066, wants tts. and emp. tts, pix, other railroadiana for Green Bay and CGW.

E. WILLIAMS, 110 Yale Ave., Dayton, Ohio 45406, will sell 17 vols. "Elec. Journal," 1906-'28, uncut, very good cond., or swap for Scale Craft O pass. coaches.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, orig. steam negs. on approval: N&W, B&O, RDG, WM, other Eastern rds. No list; state wants. (SSE)

KEITH CRISWELL, 10762 Washington Blvd., Culver City, Calif. 90230, asks where he can buy cloth rr. heralds.

GARY RAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color prints or slides of trolleys. Free lists; specify PTC, PSTC, LAMTA, SFMuni, Newark, Boston, Pittsburgh, Shaker Hts., 3rd Ave., Toronto, museums, Europe, misc., 40¢ each. (SSE)

JOHN AMRHEIN, 5511 Summerfield Ave., Baltimore, Md. 21206, wants info. or railroadiana on Washington, Balto. & Ann. elec. line and related companies.

M. O. SKIDMORE, 12974 Regan Lane, Saratoga, Calif., 95070, will buy Dunscomb's "Century of SP Locos.," Small's "Down Brakes," Chapman's "Ralph on the Mt. Div." Has books to trade. Asks where he can get history of "The Ry. Mag. and Annals of Science," John Herapath, ed. and proprietor, of which he has vols. 1, 2, 3 (1836-'37).

R. CAPPA, (formerly Locomotive Photograph Co.), 550 72nd Ave., St. Petersburg Beach, Fla. 33705, sells enormous number of bldr's photos, various sizes. Big catalog 50¢.

PAUL GARDE, Box 2222, Green Mountain Falls, Colo. 80819, sells thousands of rr. and trolley slides, color, b&w. List and sample, 50¢ stamps or coin.

ARNOLD JOSEPH (sec., N.Y. Chap. R&LHS), 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, Trains, others. Buys collections of same in good cond.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells wide variety of railroadiana, many recent acquisitions. Large list 10¢.

GRAHAME HARDY, Box 622, Carson City, Nev. 89701, will send large free list of steam and elec. items sold at auction; you set prices.

Mrs. DOROTHY LAUGHLIN, 711 S.W. 73rd Ave., Miami, Fla. 33144, sells 4 diff. color postcards of Gold Coast RR. for 20¢ plus SSE. No individual cards sold.

GEO. TRAGER, 16806 Glenburn Ave., Torrance, Calif. 90504, wants photos of Pullman heavyweight and early lightweight cars.

DAVID BARRETT, 2218 Bookcliff Ave., Grand Junction, Colo. 81501, wants to hear from pass.-train fans to exchange tts., pix, slides, consists, menus, etc.

Model Trading Post

RAY BRITTIN, 47 Gray St., Amherst, Mass. 01002, will sell two 100-ohm and one 30-ohm relays and one 1-B pole charger key, $10 each, all for $40.

BYRON GUISE, Box 431, Marysville, Kan., will buy HO gage 800-type UP loco.

BOB HESS, RD 5, Box 80, Flemington, N.J. 08822, buys Bing and Maerklin toy train catalogs before 1938.

GERALD KOSCINSKI, 2514 Sunset Drive, Beloit, Wis. 53511, will buy Bing and Maerklin toy train catalogs before 1938.

GERALD KOSCINSKI, 2514 Sunset Drive, Beloit, Wis. 53511, will sell rare double-car Ambroid kit No. 8-1 of 5000 1st series, $12.

DENNIS MANWARREN, 1188 Royal Glen Drive, 127-C, Glen Ellyn, Ill. 60137, will sell PFM C&NW class H, new, $130, or trade for HO-n3 PFM D&RGW K-37's, etc.

TOM SWENSON, 424 S. State St., Oconomowoc, Wis. 53066, wants O gage gray UP 4-8-8-4, perf. cond. State price, info.

Pen Pals Wanted

Doug Ballard (15), 501 N. Green St., Valentine, Neb. 69201, wants pen pals interested in C&NW and UP.

Melanie Dzitko (17), 173 Pavonia Avenue, Jersey City, N.J. 07302.

Irene O'Rourke (16), Box 83, Dauphin, Manitoba, Canada.

Linda Thomas (14), 1813 Rorer Avenue SW, Roanoke, Virginia.

Paula Olyowski (19), Box 115, McCloskey Hall, State College, California, Pa.

Sue Croschere (16), 2502 Cherry Street, Marquette, Michigan 49855.

Mike Veres (15), Allanwater, Ontario, Canada.

Eddy N. Bosiuk (23), Box 35, c/o Canadian National Railways, Quill Lake, Sask., Canada.

Kristina Heath (17), 62 Kinney Street, Brocton, N.Y.

Mary Meka (18), 139 Dundaff Street, Forest City, Pennsylvania, 18421.

Vern Armstrong, 3945 Ridgely Drive, Los Angeles, Calif. 90008.

Rosalina Tan (17), University of San Carlos, Cebu City, Philippines.

Lilia Tan (24), 326 Caridad Street, Matalom, Leyte, Philippines.

Miss Norma Crossman (21), P.O. Box 21. Evans Mills, N.Y. 13637.

Linda Holler (17), 2515 S. 48th Street, Tacoma, Washington. 98409.

T. D. Hundley (45), Centerville Road, Williamsburg, Va. 23185.

Kaloa Dixon, (15), 222 County Road, Evanston, Wyo. 82930.

Linda (12) and Cindy Preston (10), 312 N. Fifth Street, Olean, New York.

Barbara Alls (19), 2218 Charlevoix Court, S.W. Roanoke, Virginia, 24015.

Patti Cullinan (19), 61 Iver Ave., East Haven, Connecticut 06512.

PFC Thomas A. Lewis Jr., RA 19869839 HHD 1 Log Comd. H.Q. S.P. APO San Francisco, Calif. 96307.

L-CPL George Kennedy, 2158776 3rd Marine Amphibious Force, China Beach Section, APO San Francisco, Calif. 96602.

Mary Neilsen, 422 Freeman Street, Baltimore, Maryland.

Sharon Millar, 8203 Paschal Street, Jacksonville, Florida.

Mrs. Hugh Beckwith, 414 N. 2nd Street, DeQueen, Arkansas.

Arlene Mitchell (21), 723 Lowry Avenue, N.E. Minneapolis, Minn.

Barara Jurczyk (15), Olsztyn, Ul. Warszawska 109/6, Poland.

Jack Poore, 328 First, Greensburg, Indiana.

Rose M. Alley (15), St. David's, Newfoundland, Canada.

Mary Hershiser (16), Rte. 1, Bowman's Addition, Cumberland, Md. 21502.

Would You Like to Take in $140 after Supper?

This is exactly what L. Burnett did while still employed. Here are his own words:

"I worked at my Duraclean business part time until I saw that I could make as much in a week as my job paid for a whole month. One night, after supper, I took in $140. Since going full time, I've had single jobs running $300 and more."

Mr. Burnett and one helper serviced this $140 "after-supper" job. The national price guide provides a Duraclean dealer a gross profit of $6 per hour on EACH serviceman plus $9 per hour on any service he himself renders. Your income is limited only by the number of servicemen you employ.

To own a business is much easier than you think. We show you how . . . step by step. The 24 page fully illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a *clear net profit* to you.

Start while Continuing Present Job

We furnish all the equipment...and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable...the electric Foam-ovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . . **before** someone takes your location.

Start Small, Grow Big...in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a world-wide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Your Services Are Commended by

McCall's Magazine, Parents; American Research & Testing Laboratories...and by leading Carpet Mills & Furniture Makers

What Dealers Say:

Gerald Weihrauch: "Insurance job brought me $205.70 in single day. Another, $300".

Leo Barnett: "I started spare time and took in $140 in one night after supper. Now, full time, I can make as much in a week as I used to make in a month working for others".

Willis Tatro: "After two years of good profits we sold our business for five times the cost".

Arlin Rae: "I have work scheduled for three weeks in advance. I averaged $122 a day for the last ten days".

Blanche Blood: "Duraclean brought me security and an education for my daughters. We've done as much as $3,000 on a single job".

Loren Farris: "Did the carpeting in a furniture store in less than 3 days for $400. Now get all their customer business".

Robert Wheeler: "The professional quality of Duraclean Service has earned the respect of carpet dealers and wholesalers. I've earned $117.50 in an eight hour day".

Wilmer Suders, Jr.: "Building steadily. Last month grossed $2,012. One job came to $752".

John Szymanski: "Making 50% more than on any job I ever had. I've earned as high as $1,300 in a single week, as much as $2,700 on one job".

Ernest Shulda: "I never knew a company as eager as Duraclean to help their franchisees succeed".

R. Geisman: "Using the direct mail program we sold 10% on actual jobs. We also get a lot of referrals from happy customers".

Jerry Baker: "I don't know of any other business in which a man can make as much per hour".

Walter Parsons: "It would take a man years to build up the fame he gets automatically with the Duraclean name. It's a household word"

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The **value** of your dealership and franchise **grows monthly.**

FREE BOOKLET tells how to start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken **tomorrow . . . so mail coupon today.**

Find Out with NO OBLIGATION

Mail this coupon TODAY

It may put you in business

Duraclean Co. 7-707, **Duraclean Bldg., Deerfield, Ill. 60015**

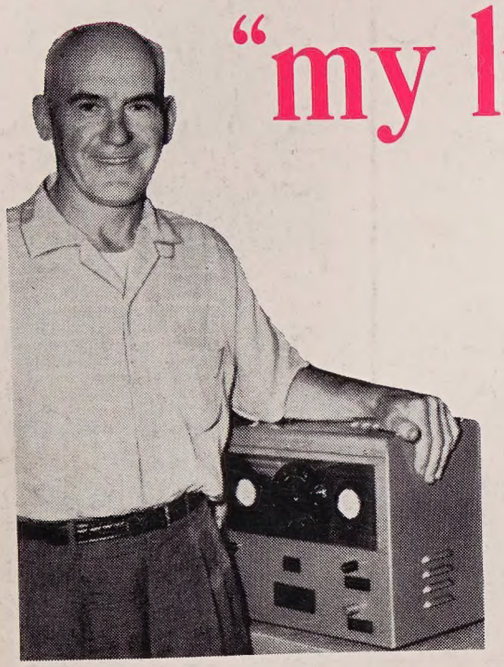
With no obligation mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ State_____ Zip_____

I call this machine "my little money maker"



It turns out a product that sells for $7.95 at retail and your cost of raw materials is only 66½¢. It will make six of these products each day so you can see why you, too, might call it "My Little Money Maker." You can put this machine anywhere in the house—in the kitchen, the basement or the attic. It will work for you twenty-four hours a day whether you are there or not. Keeping it loaded requires only about three hours of your time. Read the details below, then if you are interested send the coupon. I'll be glad to tell you how to get one of these Little Money Makers for a small down payment if you happen to be short of cash.

By J. B. Warner

What a fellow makes in his regular job today is hardly enough to make ends meet. Today we pay higher taxes than ever before. We pay more for rent, food and clothing. All these skyrocketing costs raise hob with the bank account—if we're lucky enough to have one.

And that makes it almost necessary for most men to make some extra money. There are lots of ways to do it, too. The magazines are full of ads for agents to sell things. But if I had to make a living by selling, from house-to-house, I'm afraid I'd starve to death. I like to *make something* with my hands and either sell it by mail or let the stores sell it for me.

Another thing: Lots of men—and women, too—don't want to get mixed up with something that might hurt them on their jobs. They want a plan they can operate at home—in spare time—one that they can work at any time they please and one that doesn't need any rented store or hired help. And that's where my little money maker rings the bell.

Let's say you want to make some extra money but you don't want to do any selling. All right—take a look at what you can do with this machine. I'll give you some facts that I discovered and your own common sense will tell you they're true.

If you're going to make something, it ought to be something that lots of people want—something that lots of people buy. It shouldn't be something that sells at just certain seasons—but all year round. And it shouldn't be any flash in the pan. It's got to be steady—year after year—something that's not here today and gone tomorrow.

Well, give a thought to this; What's more permanent than babies? Ever since I can remember there have been more and more babies born every year. Last year five million. This year more. Next year, more yet. Then answer this question and tie it in with your thinking: What's stronger than mother's love for her baby? And what is more powerful than love or sentiment in making people buy things. Now, you've got the idea.

Every year thousands of mothers want their babies' first shoes preserved as mementos. These mothers have the shoes "bronzed" as they call it—by electroplating. Electroplating coats the shoes with copper and preserves them forever. And there's no big company that has a corner on the business of metalizing baby shoes. Almost all of this work is done by spare time workers in their kitchens or basements. Many orders come by mail when you send out circulars letting mothers know you can do the work. Stores take orders, and then turn the work over to you. There are six or seven ways to get orders without making any house-to-house calls.

You see, you can clean up six pair of shoes in a few minutes. In a few minutes more you can dip them in the hardening solution. Then you spray them with a conductive coating and hang two pairs in the tank on copper wires. Just turn the switch and walk away. The machine does the rest. Eight hours later those shoes are ready to take out of the tank, burnish and mount. Two pair every eight hours, whether you are asleep, awake or at the movies. The materials cost 66½¢ a pair. The retail price you get for electroplating is $7.95—so the gross profit is more than $7.00 a pair. Since your machine can do six pairs a day, you can see the possibilities, and the beauty of it is that the machine doesn't cost much. Almost anyone can afford to start because the company will even send the machine for a small down payment. A book tells how to run the machine and how to get orders without house-to-house selling.

If you'll just put your name and address on the coupon and mail it to me, I'll send you all the information right away by mail. After you have read all this, you will know what you want to do. It will be easy to decide whether you would like to have a "Little Money Maker" of your own. Everything I send you now is free. There is no catch to it and nobody will call to try to sell you anything. I'll send everything free and postage paid. All you have to do is mail the coupon, get the facts and then decide. Mail the coupon right away so I can help you get started making money. J. B. Warner, 1512 Jarvis Avenue, Chicago, Illinois 60626, Dept. M-7-HT.

J. B. Warner, Dept. M-7-HT
1512 Jarvis Ave., Chicago, Illinois 60626

FREE—MAIL TODAY

Please tell me about the seven different ways to make money at home in spare time with your "Little Money Maker." Also, how I can buy it on easy payments. It is understood that no salesmen will call and it is up to me to decide what I want to do. Everything you send me now is free and will not cost me a penny now or ever.

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP CODE_____